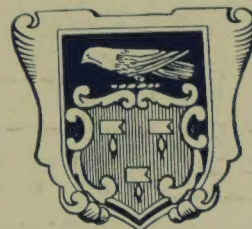


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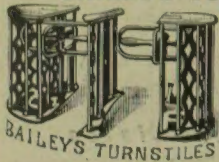
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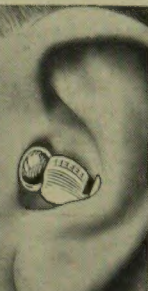
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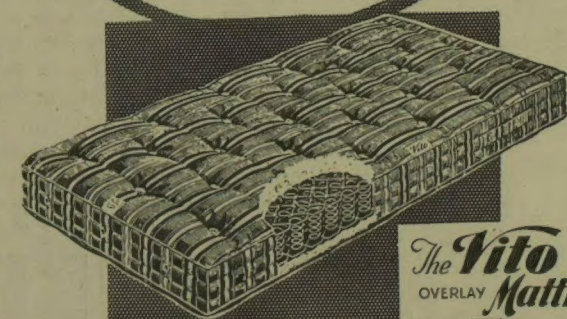
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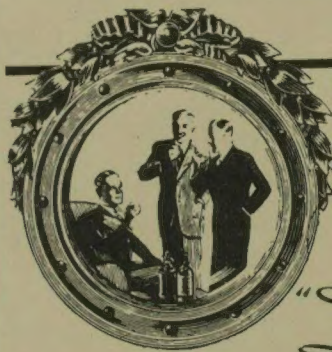
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World-Winter Games 1937 ; Ski-Ice hockey
—and Skating competitions (Feb. 1st—7th)

Igls near Innsbruck (Tyrol) Academic Two-
seater Bob-World Races and Academic
Toboggan Competitions (Feb. 4th—6th)

Vienna World Championship Figure-Skating
for men (February 12th and 13th)

Obergurgl (Tyrol) Piccard-Ski Races for Prof.
Piccard-Medals (February 21st)

Semmering (Lower Austria/Styria) Ski-Jumping
(February 28th)

Kitzbühel (Tyrol) International Ski - Com-
petitions (March 19th—21st)

Heiligenblut (Carinthia) International Glockner
Ski-Race (May 16th)

SOCIAL EVENTS IN VIENNA

Opera Ball (January 16)

Ball in the Imperial Palace of Schönbrunn
(January 20)

Fashion-Ball (January 30th)

Ball of the City of Vienna (February 4th)

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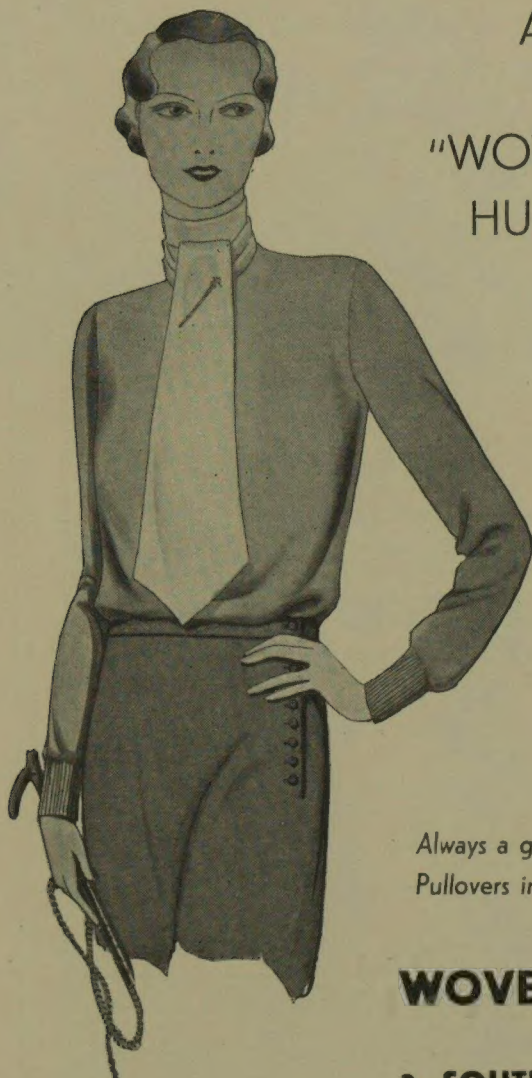
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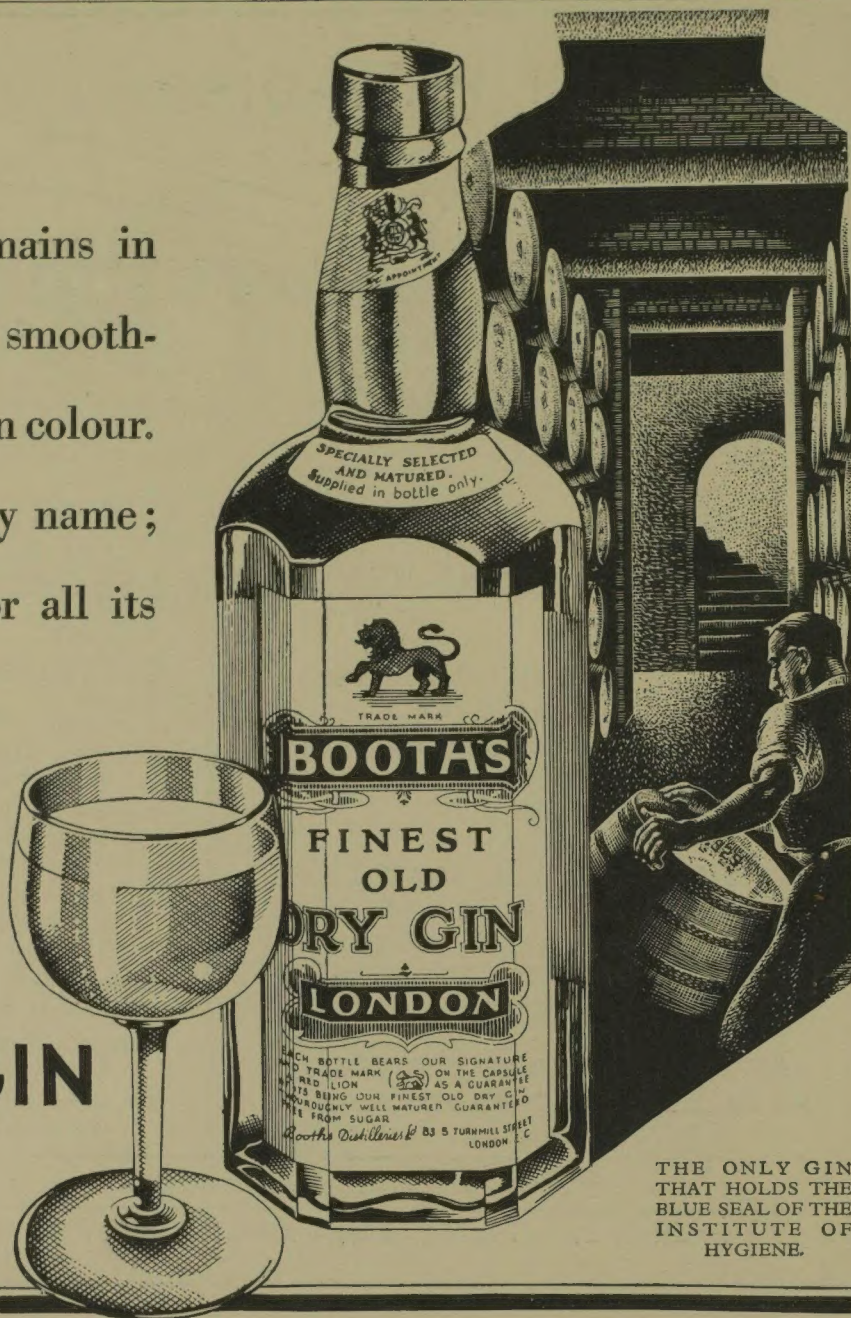
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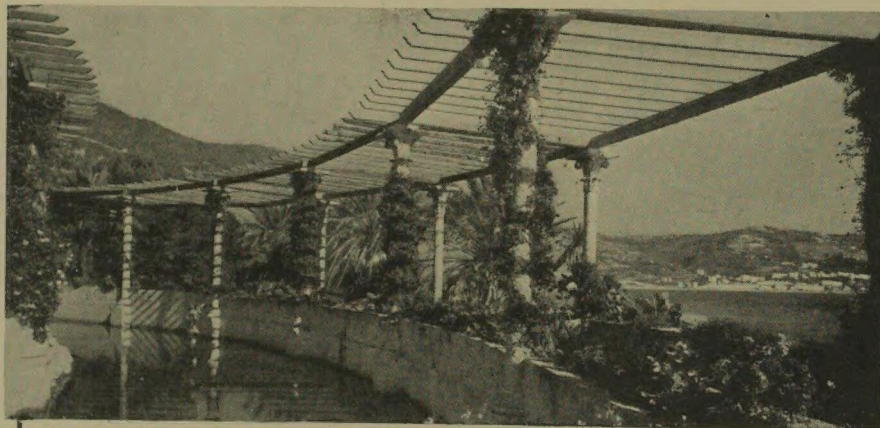
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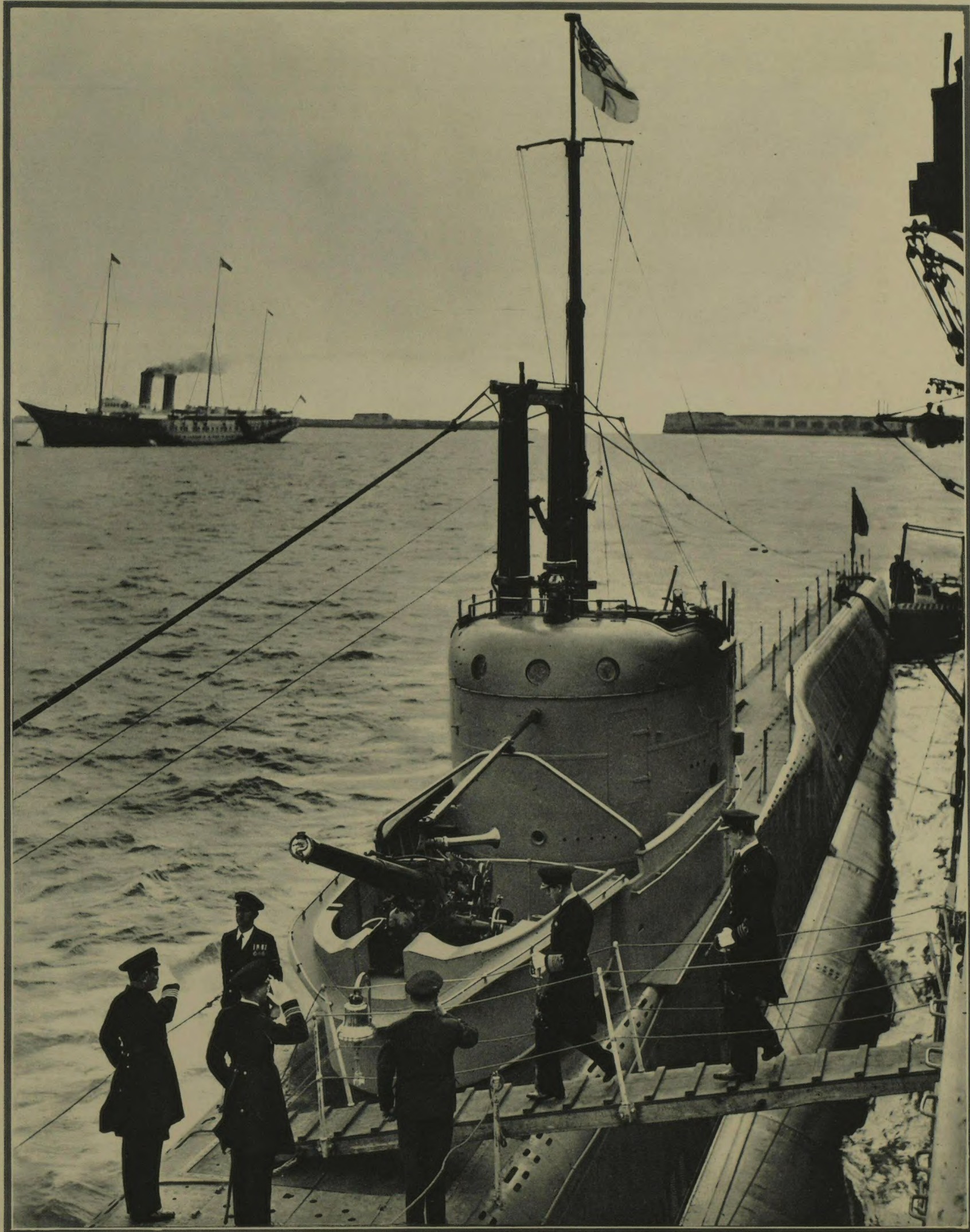
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SATURDAY, NOVEMBER 21, 1936.



THE KING'S VISIT TO THE HOME FLEET OFF PORTLAND: HIS MAJESTY BOARDING THE NEW SUBMARINE MINE-LAYER "NARWHAL"—(IN THE BACKGROUND) THE ROYAL YACHT "VICTORIA AND ALBERT."

(SEE PAGES 900 AND 901.)



By ARTHUR BRYANT.

THE first time I ever heard of the British Council was some two years ago, when I was rung up by the Foreign Office and asked if I could lecture on behalf of the Council at Helsingfors on the following Thursday. As I had never heard of the British Council, and had then only the vaguest idea of where Helsingfors was, I was naturally greatly surprised. And being a Briton, and therefore painfully insular and conservative in my habits, I declined making this sudden departure from normal life to lecture to a remote people at the other end of Europe. I have never ceased to regret my refusal, though, as a matter of fact, existing pressure of work had really made it inevitable. For, though I doubt whether I should have done much good to Helsingfors, I have no doubt that Helsingfors would have done a great deal of good to me.

Most people, I fancy, are still in the same state of innocence as to the nature, and probably even the very existence, of the British Council. The British Council was established in November 1934, with the approval and support of his Majesty's Government and with King Edward, then Prince of Wales, as its first Patron. Its aims and objects were and are, in the words of its founders, "to make the life and thought of the British peoples more widely known abroad; and to promote a mutual interchange of knowledge and ideas with other peoples; to encourage the study and use of the English language, both in foreign countries and in the Crown Colonies and Dependencies; to assist overseas schools in equipping themselves for this purpose; and to enable students from overseas to undertake courses of education or industrial training in the United Kingdom; to bring other peoples into closer touch with British ideals and practice in education, industry, and government; to make available to them the benefits of current British contributions to the sciences and technology; and to afford them opportunities of appreciating contemporary British work in literature, the fine arts, drama and music; to co-operate with the self-governing Dominions in strengthening the common cultural traditions of the British Commonwealth."

The British Council, in fact, exists to make others aware of all that is best in our British tradition, both that they may share it and that our own people may be encouraged to supply, not merely merchandise and manufactures for the world, but those more enduring products of art, music, literature, and thought by which in the last resort the nations live. The manner in which this new national institution, with its enormous potentialities, took shape is characteristic of our English way of doing things. Other countries, in initiating a great departure of State, prefer to plan ahead on a grand scale: the Governments of both France and Italy at present spend more than a million pounds a year on cultural work abroad, while it would be almost impossible to estimate how much the Soviet lays down each year for the propagation abroad of its own social philosophy. But prior to 1935 the British Government allowed nothing for such purposes, while in the Budget for 1935-6 it made a modest grant of £5000 to the newly-formed British Council—a sum increased during the present financial year to £15,000.

The rest has been left to voluntary effort. But in this country, owing to the widespread strength of social conscience and political activity, such effort never seems to be lacking. Two hundred years ago, when our national road system had failed dismally to meet the changing needs of a new commercial age, a curious blend of voluntary and unpaid activity with legal and statutory recognition established the turnpike trusts, which in fifty years transformed the English road system from one of the worst to the best in the world. In the same way, in the middle of the nineteenth century, the sanitary and social

have been later established. The same method was applied in the creation of the British Council.

The Patron of the British Council is the King; the President, Lord Tyrrell of Avon; the Chairman, Lord Eustace Percy; the Vice-Chairmen, Lord Derby and Lord Riverdale of Sheffield; and the Treasurer, Sir John Power. Among those who sit on its Executive Committee are the Leader of the Labour Party and the present Chairman of the Conservative Party, while the Members of the Council and its advisory Committee number politicians as far apart as Mr. A. V. Alexander and Lord Lloyd of Dolobran, men of learning like the Principal of London University and the Master of Balliol, and of affairs like Sir Josiah Stamp, and such representatives of the arts as the Poet Laureate, Mr. Philip Guedalla, Professor W. G. Constable, Professor E. J. Dent, and Dr. Vaughan Williams. To these are added representatives of the Foreign and Colonial and Dominion Offices, the Board of Education and the Scottish Education Department, the Board of Trade, the Department of Overseas Trade, and the B.B.C. Apart from the small Treasury grant referred to, the Council is responsible for raising from voluntary subscriptions its own funds for all the purposes of its existence.

Already these are being translated into fact in a rapidly-expanding programme. During the present year thirty-six English libraries have either been founded or extended in foreign countries, five Chairs and Readerships of English established in Europe, and seventy-four Bursaries for student-teachers of English awarded at English University Colleges. In addition to this long-term educational work, three exhibitions of British Art have been held in different parts of the world, seventeen distinguished lecturers have been sent on European circuits, and tours of British musicians arranged in twelve countries. And over £5000 has been expended in grants to British institutes and societies for English studies and English schools abroad.

In the past it was one of the boasts of England that we taught the nations how to live. In the seventeenth century we were a people whose claim to greatness was based almost entirely on a certain national passion for the ideal of quality. We were not famed for our superiority in numbers, power, or wealth. In these respects we were still far outclassed by such neighbours as France and Spain. But we had attained, almost it seemed by accident, to a remarkable supremacy in the arts that dignify and make it worth living. Before the end of the century we had built St. Paul's and Greenwich Hospital, produced Shakespeare, Purcell, and Milton, evolved the English Bible and the English Liturgy, and made the English home a byword for comfort, restful beauty, and social well-being. In the next century and its successor, the bustling nineteenth, the orientation of our national life changed, and we devoted our energies to the pursuit of wealth and power, to the exclusion of other aims. Now the wheel has

come full circle again, and the pursuit of wealth and power seem no longer to interest us except so far as they are necessary to the continued existence and security of our vast population. It may well be that the next fifty years may witness a return to our traditional British rôle of preaching and practising quality, and of once more teaching the nations how to live. If that be so—and there are already signs of this tendency—the British Council has an educational task before it of the very first magnitude.



PARTICIPANTS IN THE SAILORS' SMOKING CONCERT WHICH THE KING ATTENDED IN H.M. AIRCRAFT-CARRIER "COURAGEOUS" DURING HIS RECENT VISIT TO THE HOME FLEET: THE "TIGER RAGAMUFFINS" PARTY IN AN AMUSING TURN.

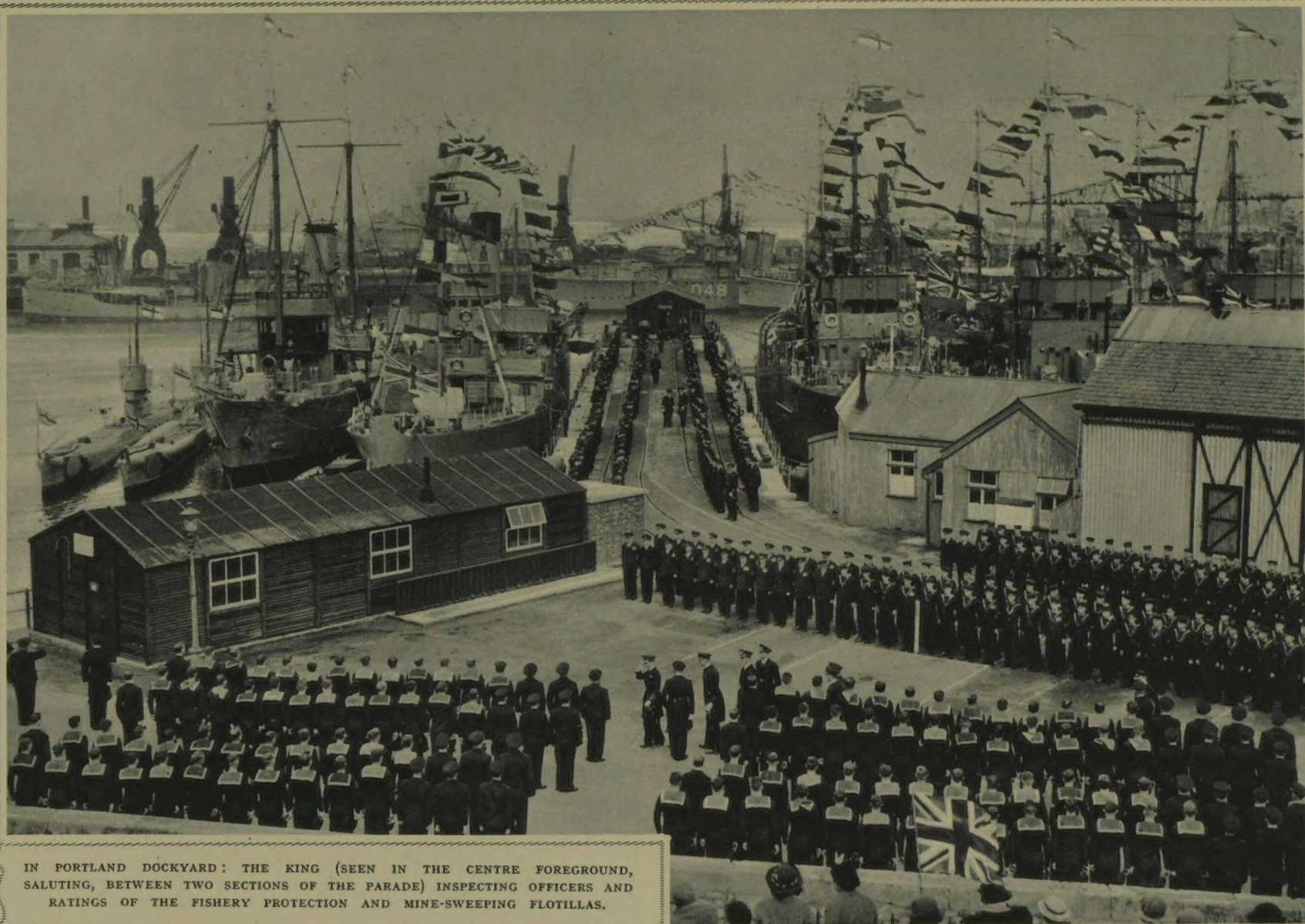


A VETERAN REPEATS BEFORE KING EDWARD A PERFORMANCE ONCE WITNESSED BY KING GEORGE: STOKER ALDRIDGE (NOW AGED FIFTY-THREE) OF H.M.S. "COURAGEOUS," WHO AT THE SMOKING CONCERT DANCED THE HORNPIPE THAT HE GAVE IN THE ROYAL YACHT AT COWES SIXTEEN YEARS AGO.

King Edward concluded his first day with the Home Fleet off Portland, on November 12, by taking part in a rollicking smoking concert attended by 2000 lower-deck ratings in a hangar on board H.M. aircraft-carrier "Courageous." During an interval his Majesty quietly left his seat, with the Commander-in-Chief (Admiral Sir Roger Backhouse), and, walking down the gangway to the mouth-organ band, asked the leader to play "Tipperary." With bluejackets crowding round him, he joined heartily in the chorus. A sailor then called for "Three cheers for his Majesty," and as the King returned to his seat the mouth-organs and concertinas played "For he's a jolly good fellow." Officers were excluded from the concert, apart from those in the royal party and a few joining in the performances. At the end of the concert the King went up on the stage and made a happy speech, congratulating all concerned in "this very enjoyable entertainment," and recalling his own days of active service with the Fleet, which ended at Portland, when he left the Navy as a midshipman.

inadequacy of the new industrial towns was met, not by exclusive State action and far-sighted planning, but by a spontaneous effort of countless individuals, who, forming themselves into voluntary associations, gradually acquired recognition for themselves and the objects they had at heart from the statutory authorities of the land. This British preference and capacity for voluntary effort has again and again in our history performed the necessary work of pioneering and experiment on which our enduring institutions

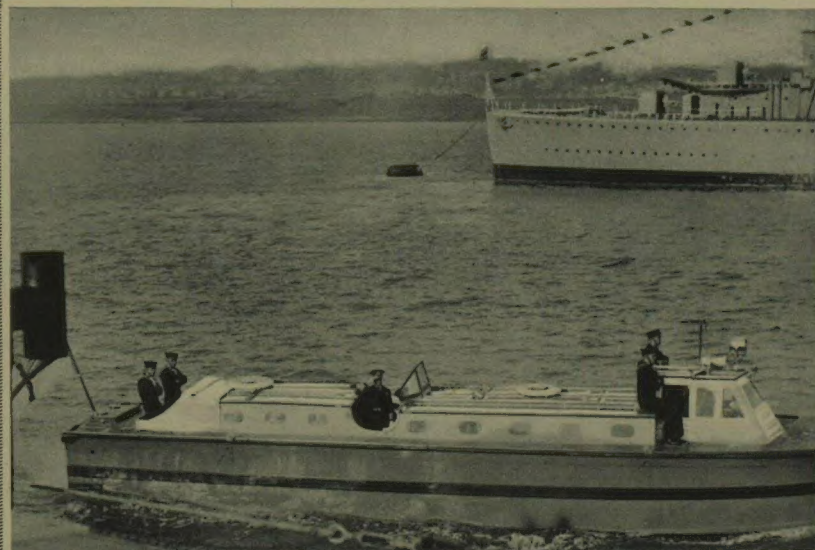
THE KING AMONG HIS SAILORS: A ROYAL VISIT TO THE HOME FLEET.



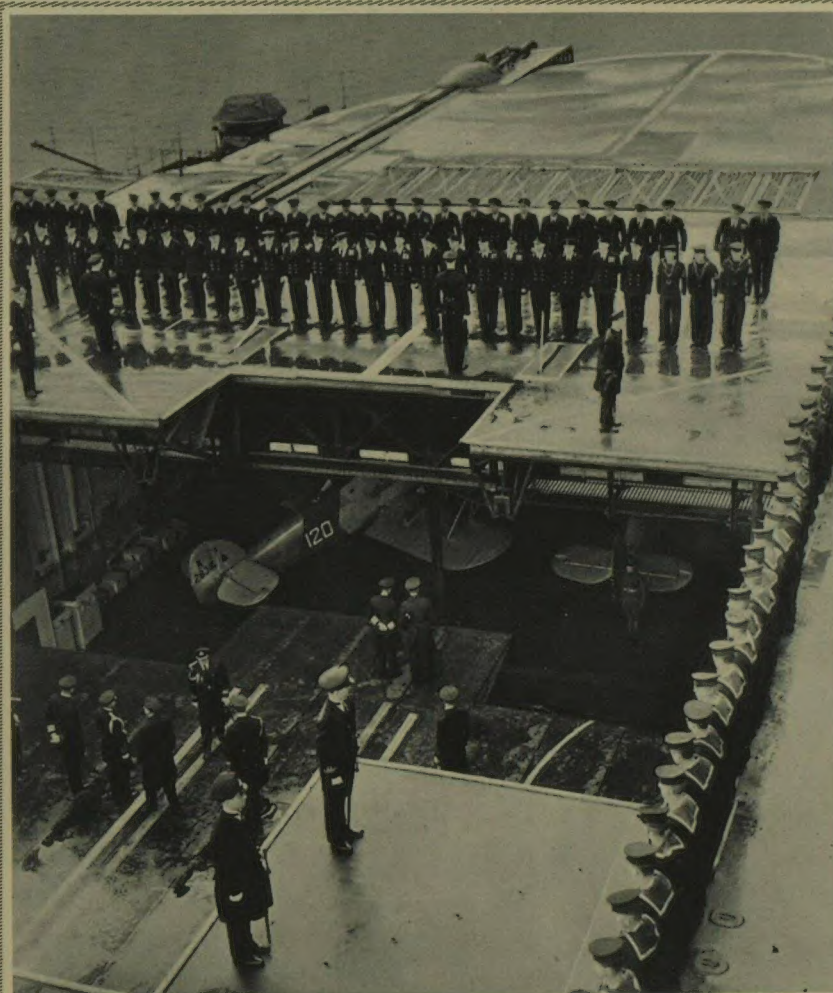
IN PORTLAND DOCKYARD: THE KING (SEEN IN THE CENTRE FOREGROUND, SALUTING, BETWEEN TWO SECTIONS OF THE PARADE) INSPECTING OFFICERS AND RATINGS OF THE FISHERY PROTECTION AND MINE-SWEEPING FLOTILLAS.



THE KING GOES OUT TO INSPECT THE HOME FLEET: THE ADMIRAL'S BARGE, WITH HIS MAJESTY ON BOARD AND FLYING THE ROYAL STANDARD AT THE BOWS, MOVING THROUGH ROUGH WATER TOWARDS THE BATTLESHIP "ROYAL OAK."



THE KING SALUTING AS HE PASSED A DESTROYER (PARTLY VISIBLE IN THE FOREGROUND) ON HIS WAY TO INSPECT THE FLEET: A CLOSER VIEW OF THE ADMIRAL'S BARGE SEEN IN THE PHOTOGRAPH IMMEDIATELY ABOVE.



THE KING ABOARD THE AIRCRAFT-CARRIER "COURAGEOUS": HIS MAJESTY (WITH HIS BACK TO THE CAMERA AND HANDS CLASPED BEHIND HIM, BESIDE THE CAPTAIN) DESCENDING ON THE LIFT FROM FLIGHT DECK TO HANGAR.

The King recently spent two days at Portland on his visit of inspection to the Home Fleet. He arrived early on November 12, in very wet and stormy weather, and drove through flooded roads to the dockyard. In the morning he went aboard H.M.S. "Nelson" (the flagship), the "Orion," "Royal Oak," "Cairo," and the aircraft-carrier "Courageous," in which he made a thorough inspection despite driving rain. In the afternoon he visited the battleship

"Royal Sovereign," the cruisers "Neptune" and "Leander," and the net-layer "Guardian." He then landed at the dockyard and inspected the Anti-Submarine School. There, too, on the following day, after going over the submarine "Narwhal" (see our front page), he inspected detachments from the Fishery Protection and Mine-Sweeping Flotillas. Later he visited the Royal Naval Hospital, boarded some destroyers, and saw a floatplane catapulted.

ROYALTY IN THE NEWS:

OCCASIONS MILITARY, IMPERIAL, SOCIAL, AND COMMEMORATIVE.



(LEFT)
A ROYAL SOLDIER
WELCOMES HIS
REGIMENT HOME:
THE DUKE AND
DUCHESS OF
GLOUCESTER LEAVING
THE TROOPSHIP IN
WHICH THE 10TH
HUSSARS RETURNED
TO ENGLAND.

The Duke and Duchess of Gloucester visited Southampton Docks on November 14 to greet the 10th Royal Hussars on their return from India. They were welcomed on board the transport by Lieut.-Col. B. O. Hutchison, officer commanding the regiment. The Duke of Gloucester is a major in the 10th Hussars, but has been attached to the 11th Hussars during their absence.



THE NEW BUILDING OF THE ROYAL EMPIRE SOCIETY OPENED BY THE DUKE AND DUCHESS OF YORK: THE DUKE OF YORK SPEAKING AT THE INAUGURAL CEREMONY.

The Duke and Duchess of York opened the Royal Empire Society's new premises, in Northumberland Avenue, W.C., on November 12. H.M. the King, who, as Prince of Wales, laid the foundation-stone of the building, sent a message of congratulation. Their Royal Highnesses were received by the chairman of the council, Sir Archibald Weigall, who presented the Archbishop of Canterbury and Sir Herbert Baker, the architect. In his speech, the Duke of York said that the Society would help to bind the peoples of the Empire by the strongest possible tie—that of friendship.



A WARM WELCOME FOR QUEEN MARY IN THE EAST END: HER CAR SURROUNDED BY CHEERING PEOPLE WHEN SHE VISITED THE PEOPLE'S PALACE IN MILE END ROAD.

During an informal visit to East London on November 14, Queen Mary called at the new People's Palace, in Mile End Road, which the King will open on December 12. She also visited the Queen Mary College, and the Dame Colet House Settlement, Stepney. Large crowds stood on the pavements to welcome her. Her Majesty was received at the People's Palace by Mr. W. C. Johnson, chairman of the Governors. She inspected the main hall, expressed her admiration to the architects, and commented on the Empire Woods which have been used in the decoration. She also saw the basement and the restaurant. At the Queen Mary College, she was shown the electrical engineering department, the only laboratory of its kind connected with London University. The students gave her Majesty an enthusiastic reception.

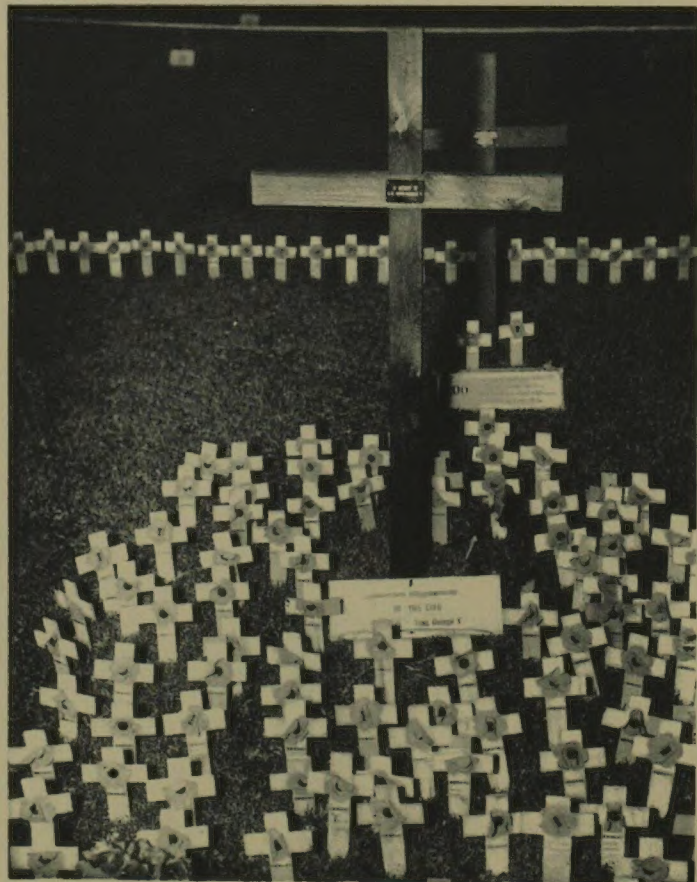


QUEEN MARY IN THE EAST END: HER MAJESTY INSPECTING THE VISITORS' BOOK IN THE LIBRARY OF THE QUEEN MARY COLLEGE; WITH THE PRINCIPAL, SIR F. MAURICE.



THE KING'S ARMISTICE NIGHT VISIT TO THE FIELD OF REMEMBRANCE OUTSIDE WESTMINSTER ABBEY: HIS MAJESTY LOOKING AT THE THOUSANDS OF CROSSES THERE.

In spite of the rain and inclement weather, H.M. the King visited the Field of Remembrance outside Westminster Abbey on the evening of Armistice Day. He planted there a plain wooden cross with the inscription "In memory of his Majesty King George V.", and other crosses in memory of the Grenadier Guards, with whom he served in the war, and the Royal Navy. His Majesty's arrival was almost unnoticed, but soon hundreds of people followed him as he walked through heavy rain to see some of the miniature fields of crosses. He spoke to two ex-Service men who were selling poppies and to Major G. Howson, chairman of the British Legion Poppy Factory, who was looking at the field from an ambulance which had brought him from a sick bed. In our illustration showing the George V. memorial cross planted by the King, numbers of crosses inscribed "King George V." by private persons are seen surrounding it.



A ROYAL EMBLEM IN THE FIELD OF REMEMBRANCE: THE WOODEN CROSS PLANTED BY KING EDWARD, IN MEMORY OF KING GEORGE V.

RECALLING "EMANCIPATION DAY": THE CROCK'S LONDON-BRIGHTON RUN.



THE OLDEST CAR IN THE "EMANCIPATION DAY" VETERAN-CAR RUN FROM LONDON TO BRIGHTON: AN 1894 6-H.P. CANSTATT-DAIMLER, WITH A TRANSMISSION BY MEANS OF LEATHER BELTS.



A VETERAN CAR WITH A STRANGE-LOOKING RADIATOR IN THE LONDON-BRIGHTON RUN: A 1902 GILLET-FOREST DRIVEN BY A LARGE, SLOW RUNNING, SINGLE-CYLINDER, STEAM-COOLED ENGINE.



MOTORING DRESS FOR A VETERAN CAR WHICH OFFERS THE DRIVER LITTLE COMFORT OR PROTECTION: AN 1898 INTERNATIONAL BENZ, PRACTICALLY UNCHANGED; PHOTOGRAPHED AT THE START.



WINNER OF THE 1894-6 GROUP IN THE VETERANS' LONDON-BRIGHTON RUN: AN 1896 LÉON BOLLÉE, WITH AIR-COOLED ENGINE AND NO ROAD-SPRINGS, PASSING THE VICTORIA MEMORIAL.



A 1902 PEUGEOT, WITH A WINDSCREEN REMINISCENT OF A SHOP WINDOW (LEFT); AND A 1900 PEUGEOT VOITURE IN WHICH THE PASSENGERS FACE THE DRIVER: TWO STRANGE-LOOKING VETERANS PREPARING FOR THE RUN.



A VERY EARLY AUTOMOBILE, OR HORSELESS CARRIAGE, WHICH ATTRACTED MUCH ATTENTION AT THE START OF THE VETERANS' RUN, THOUGH NOT TAKING PART: AN 1888 BENZ FROM THE SCIENCE MUSEUM "WARMING UP."



THE WINNER OF THE 1901-2 GROUP: A 1901 DE DION, FOUND IN A DISUSED WORKSHOP IN 1934—HAVING ORIGINALLY BROKEN DOWN IN 1904!—BEING GIVEN A HELPING HAND.

Ninety of the oldest cars in this country set off in a procession from Hyde Park on November 15 to enact the "Emancipation Day" run of 1896, when the "Red Flag Act" was abolished. Large crowds lined the road as far as Crawley. The veteran-car run was organised by the R.A.C. The entrants were divided into four groups. In the first group, consisting of cars dating 1894-6, the winner was an 1896 Léon Bollée, entered and driven by E. L. Wood. This car, which was found in a field in 1930, has an air-cooled engine, tiller-steering, no road-springs,

and an exhaust valve operated by a cam in the gear-box. In the second group (1897-1900) the winner was an 1898 Benz. A 1901 De Dion won the third group (1901-2). It was found in 1934 in a disused cycle workshop at Crewe. Considerable trouble was experienced in getting it out of the workshop, as a tree had grown up in front of the door and buildings had been put up over the road leading to the entrance! A 1903 Wolseley won the fourth group (1903-4). This was found in a refuse-dump in Devon, but is in its original condition, barring tyres.

THE ONLY DUCK-BILLED PLATYPUS IN CAPTIVITY: A SPECIMEN THAT HAS BROKEN THE RECORD BY LIVING FOR A YEAR.

SEVERAL endeavours have been made to keep the duck-billed platypus in captivity for a considerable period of time, but, owing to that strange egg-laying mammal's nervous temperament and the problem of feeding it, none has been successful. A notable attempt was made during 1922, when five specimens were sent to New York in a special tank. Only one of the animals survived the journey and, in spite of every precaution, it only lived for 49 days. Our photographs suggest future success, for they show a platypus which has been kept in captivity for a year at Healesville, a town some forty miles from Melbourne. The duck-billed platypus (*Ornithorhynchus anatinus*) is found only in Eastern Australia and Tasmania and is of peculiar interest as a link between the mammals and the reptiles. The young are suckled on milk (a mammalian feature) which is exuded from pores on the underside of the body and then lapped up. The female lays soft-shelled eggs, usually two at a time, which are joined together, a feature associated with snakes. The bone structure

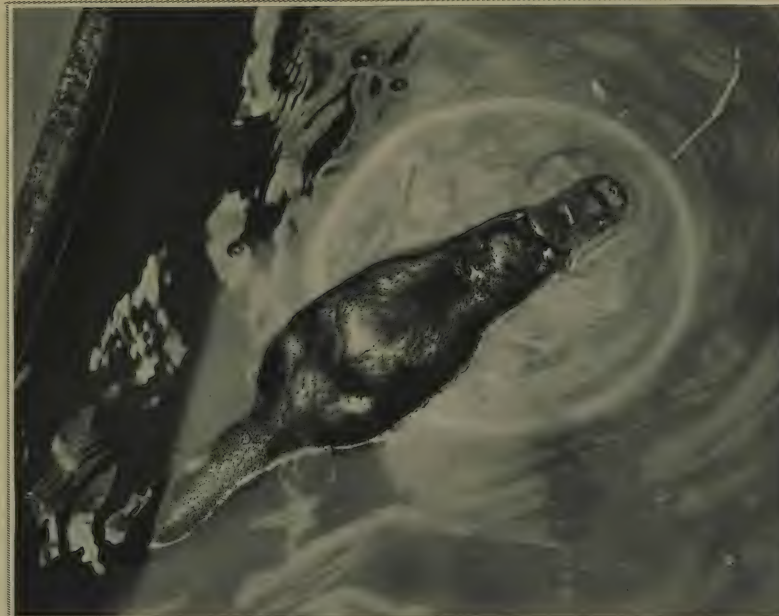
(Continued opposite.)



THE DUCK-BILLED PLATYPUS THAT HAS LIVED IN CAPTIVITY FOR A YEAR, IN CONTRAST TO MOST, DEATH USUALLY OCCURRING IN A MONTH OR TWO: THE FRONTAL ASPECT OF THE HEALESVILLE SPECIMEN.



FEEDING ON A VARIETY OF SMALL FRESH-WATER ANIMALS, WHICH IT WILL ONLY TAKE WHILE IN THE WATER: THE PLATYPUS, WHOSE JAWS ARE SPECIALLY MODIFIED FOR ITS MANNER OF GATHERING FOOD.



ON A SEARCH FOR FOOD—USUALLY A NOCTURNAL OCCUPATION: THE PLATYPUS SWIMMING, USING ITS FORE-PAWS ONLY AND TRAILING ITS HIND-LEGS IN THE SAME WAY AS THE GREEN TURTLE.



A SIDE-VIEW OF THE BEAK-LIKE MUZZLE, BLACK ABOVE AND A MOTTLED YELLOW AND BLACK BENEATH, TERMINATING IN A SOFT MEMBRANE OVER FACE AND CHIN—A FINGER INDICATING ITS SIZE.

also exhibits obvious reptilian characters not to be found in other mammals. An odd appearance is given by the bill, or beak, which resembles that of a duck. This is specially modified to enable the animal to sift its food from the water and to masticate crustaceans. A full-grown specimen measures twenty inches in length and is covered by short fur, dark brown above and a silvery-grey on the belly. The feet are webbed, and this webbing extends beyond the strong claws on the fore-paws. On land the webbing folds back on the palm and the claws are exposed. The platypus has small eyes and no external ears, but its hearing and sight appear to be very keen and this fact, in conjunction with its nocturnal habits, makes it difficult to observe in its natural haunts. The young are reared in a nesting-chamber reached by a tunnel some twenty or four feet long from an underwater entrance. The males are armed on the inner sides of each hind-leg with a horny spur which is connected to a poison-gland. It is thought that this is used for fighting during the mating season.

A MODERN INNOCENT ABROAD.

BEING AN APPRECIATION OF

"A JOURNEY TO JERUSALEM": By ST. JOHN ERVINE.*

(PUBLISHED BY HAMISH HAMILTON.)

TRAVEL is the least important element of a modern travel-book. No longer—fortunately—are we treated merely to "word-pictures" of things seen; what matters to the reader of to-day is the effect of things seen upon the mind and mood of the writer—the reflections which they suggest to him, the perspective in which he sets his experiences. The travel-book, in short, has become an essentially subjective thing; and that is all to the good, for a book which aims at being purely objective is foredoomed to dullness. Mr. Ervine's is a highly subjective book, and there is nothing dull about it, though the discursiveness which is one of its chief attractions sometimes gets a little out of hand.

The force and liveliness of Mr. Ervine's writing are irresistible. He is always immensely stimulating, and there is a sanity in his outlook which is extremely refreshing in these querulous times. He is a hard hitter and a straight thinker, who steadfastly refuses to take his ideas at second-hand or to be intimidated by traditional notions. As becomes a dramatist, he has a quick and tolerant understanding of human nature, insatiably interested in its diversity and bitterly opposed to those who seek to standardise it. The only human beings whom he really dislikes are those who shrink from life and those who desire to regiment it. He is also an agile dialectician, not very far short of Mr. Shaw himself. These are admirable qualities, but they are not without penalties, which are probably as well known to Mr. Ervine himself as to his readers. He must be aware that he frequently lets vigour run into violence; but he would not be Mr. Ervine if he did not sometimes take a schoolboy delight in being deliberately naughty. A more serious fault is a tendency to lapse, quite unnecessarily and unexpectedly, into indifferent taste.

Further, exuberance sometimes leads to very imperfect and ill-informed judgments. It is absurd to rail at Plato's "stupidity," in that he laid down "rules for the trial of beasts and inanimate objects that might have caused the death of a human being," without taking any account of the fact that this was a perfectly commonplace element in legal systems of the time, and indeed continued to be so in many countries until comparatively recent days. (Mr. Ervine might, for example, look up the history of the English "deadland.") It is very short-sighted to condemn over-government in dominions like Canada and South Africa without considering area as well as population. Mr. Ervine's attitude towards antiquity, and history generally, is difficult to understand. He is moved, apparently, by the mere sight of Greek letters; but he is at pains to tell us several times that he refuses to be impressed by "a clumsy-looking jar" merely because it is "about two thousand years old," and that his interest in the "decrepit stones" of Troy is slight. On the other hand, "my imagination is such that when I see an historic spot I become intensely conscious of the people who made it historic, and almost expect to see them turning a corner." It is hardly necessary to say that an archaeologist is interested in clumsy-looking jars and decrepit stones not merely because they are decrepit, but because they help to reconstruct the past as vividly as, and perhaps more accurately than, Mr. Ervine's imagination does.

But many of the other judgments in this spirited book, while even more provocative, are closely reasoned and powerfully put. Mr. Ervine makes a formidable case against Plato as "a great prig" and "surely, the father of all dictators." "The descent from Plato to Hitler and Stalin, Atatürk and Mussolini may be long, but it is direct. . . . He expected all men to be made in his image, and was prepared to destroy those of them that were not." St. Augustine is "the greatest calamity that has ever befallen the Church. . . . It is one of the insoluble

mysteries of the Christian religion that this unctuous and unsavoury Arab should receive the respect, even the veneration, of multitudes of good men and women." (Mr. Ervine does not like Arabs: "the man who can cure the Arab of his filthy habits will be their benefactor.") An even more sacred person than St. Augustine comes under Mr. Ervine's lash—Abraham himself is "a cowardly and superstitious old ruffian." The Spartans "were a mean and greedy and dishonest lot"; Aristophanes was "a cynical Conservative and afraid of anybody who hinted

at wrong and attempted innovations." Brutus, the obstinate and complacent prig, is handled as roughly as "that early film star," Helen of Troy. Mr. Ervine's assaults are not confined to antiquity; he was not impressed by T. E. Lawrence as a man, nor dazzled by him as a writer, and considers that Lawrence "did us all a disservice when he set us sentimentalising about Arabs." Here, then, you have an iconoclast in a Hall of Fame, not to say a bull in a china-shop; and Mr. Ervine himself seems to have doubts whether the sport is not sometimes a little too merry. He trounces "sniffers": "and, not for the first time, I wondered if I myself was not one of these sniffers, and I wonder now whether this book is not one long sniff!" Mr. Ervine does himself an injustice. He does not sniff, he snorts. Neither are very pleasant noises, but there is something more honest about a challenging snort than a superior sniff!

We should do this book wrong if we left the impression that it is wholly, or even mainly, provocative. Mr. Ervine

man. In the broadest terms, Mr. Ervine's attitude is that of a devout follower of the Nazarene, but of an opponent, and often a fierce opponent, of doctrinal dogma, especially that of the Roman Catholic Church. Like many another, he gives his allegiance to the Christ of the Scriptures rather than to the Christ of creed and conventicle; he seems to forget, however, that there are no two interpretations of the Christ of the Scriptures, and that many of his own historical interpretations would not for a moment be accepted by others who are equally unsympathetic to creed and dogma.

Coming to Palestine in a spirit of reverent anticipation, Mr. Ervine found, in the end, disappointment awaiting him. There was much that was lovely in Asia Minor, especially in Syria; but the degradation of the inhabitants, and the incessant pursuit of *baksheesh*, oppressed this pilgrim, as it has oppressed many other travellers in the East. On the Lake of Galilee, he felt that he had found that which he had come to seek. "I felt myself profoundly moved by the fact that I was driving down a road in Palestine and that there, through that gap in a green hill, I could see the blue waters of Galilee. I was passing through my childhood, discovering a physical basis for all the beliefs I had been taught that there was an actual, if disappointing, Jordan; an actual Sea of Galilee on which fishermen still sail, in which they still catch fish very much as boats were sailed and fish were caught when Jesus, new from his baptism and sojourn in the wilderness, came to Capernaum and called Simon and Andrew from their nets and their kindred." But the nearer the traveller drew to the Holy City, the more difficult it was to maintain this mood, and in Jerusalem itself there was a growing and a severe disillusionment. "Jerusalem is Christianity's worst advertisement: a terrible anti-climax. It swarms with beggars and cadgers and whiners of every sort, from Arab *baksheeshers* down to the priests. In the very Sepulchre itself sits a begging priest!" "I had come to see the place where Jesus Christ had lived and taught and died. Now, more than ever, I felt the terrible poignancy of Mary Magdalene's cry, 'They have taken away the body of my Lord and I know not where they have laid him.' I had come for a glimpse of paradise: I had been given a peepshow, full of contending relic-mongers. Jerusalem is in great need of a purge more violent than that of the Temple." "There is little in the religious emblems of Jerusalem which is not alien to the life and spirit of Jesus, and it is the feeling that the priests have turned the Holy City into an ecclesiastical Old Clo' shop which fills the layman's heart with despair when he sees it."

It is nearly seventy years since Mark Twain made very much the same pilgrimage as Mr. Ervine. Out of curiosity, we have renewed acquaintance with that remarkable, and now almost forgotten, book, "The Innocents Abroad," and we are struck by the similarity of the impressions which Palestine made on these two writers of such different generations. Mark Twain was writing guardedly for a conventionally-minded and easily-shocked public, but he constantly protests against the false romanticisation of modern Palestine, and against what he calls, in connection with the Church of the Holy

Sepulchre, "its clap-trap side-shows and unseemly impostures of every kind." He concludes his description of this, the most sacred edifice in the world, with these words: "History is full of this old Church of the Holy Sepulchre—full of blood that was shed because of the respect and veneration in which men held the last resting-place of the meek and lowly, the mild and gentle, Prince of Peace!" Mr. Ervine seems to have had similar impressions. It is interesting to note that Mark Twain observes: "Whoever shall write the Boyhood of Jesus ingeniously, will make a book which will possess a vivid interest for young and old alike." Mr. Ervine has tried the experiment in one of his digressions, but we cannot regard it as his

happiest effort. The "vivid interest" is there, but the thing cannot be done without resort to a degree of sheer fiction which is out of key with the nature of the subject.

It is late, but we hope not too late, to mention that the book is not concerned only with the Holy Land. Mr. Ervine's route lay through the Mediterranean by way of Corsica, Malta, Greece, Istanbul, the Aegean and Cyprus. At every point on his journey, and especially in Athens, he is alert and exhilarating. Exhilaration, indeed, bubbles throughout the whole volume; and since Mr. St. John Ervine is the writer, we need hardly add that it is a rare page which does not contain some crisp and memorable dictum.

C. K. A.



PICTURESQUE JERUSALEM: AN ETCHING, BY FRED RICHARDS, OF THE VIEW FROM THE DAMASCUS GATE—ONE OF THE ILLUSTRATIONS TO MR. ST. JOHN ERVINE'S "A JOURNEY TO JERUSALEM."

Reproductions from "A Journey to Jerusalem," by Courtesy of the Publishers, Messrs. Hamish Hamilton.



AN INTERESTING OCCASION ON THE ISLE OF THASOS: MR. H. V. MORTON, THE WELL-KNOWN WRITER (LEFT), AND MR. ST. JOHN ERVINE, THE DRAMATIC CRITIC, AND AUTHOR OF THE BOOK UNDER REVIEW, PHOTOGRAPHED WITH A GREEK GIRL IN PEASANT DRESS.

discourses of everything which occurs to him *en route*, from the youth of Buonaparte to domestic service and food and drink (he has some admirable ideas on the relationship between authorship and food). His digressions are many and long, but he is wise enough not to apologise for them, for they are the very substance of his book. Appropriately enough, the theme which most often recurs is the life of St. Paul—a character who has much fascination for Mr. Ervine and whose meaning to Christianity is discussed with a vigorous independence of view. There is a good deal of theology throughout these pages which will affront the orthodox, but many readers will feel that it is the theology of a naturally and sincerely religious

* "A Journey to Jerusalem." By St. John Ervine. (Hamish Hamilton; 10s. 6d.)

8½ MILES LONG: THE NEW LINK BETWEEN SAN FRANCISCO AND OAKLAND.



OPENED BY A GOVERNOR; ILLUMINATED BY THE PRESIDENT: THE LONGEST BRIDGE SYSTEM IN THE WORLD. ABOVE: THE WEST BAY SECTION, WITH SAN FRANCISCO (BACKGROUND); BELOW: A VIEW WITH OAKLAND IN THE BACKGROUND, AND YERBA BUENA ISLAND (LEFT).

The huge new bridge across San Francisco Bay was opened by Mr. Frank Merriam, the Governor of California, on November 12. The same evening President Roosevelt played a part in the inaugural ceremonies, when, by pressing a button in Washington, he lit the sodium-vapour lamps which illuminate the bridge. The structure constitutes by far the longest bridge system in the world. It is 8½ miles from terminal to terminal; carries two roadways on two decks; and includes a tunnel in the middle through Yerba Buena Island. The roadway on the upper deck is divided into six traffic lanes for passenger motors only; the lower deck has three lanes for lorries and heavy motor transport, with two lines of electric trains. In the aerial view

reproduced above the approach road system at the San Francisco end is seen in the right-hand lower corner. This is 4200 ft. in length, and rises gradually from the city terminal until it joins the suspension bridge over the West Bay crossing, which passes high over the shipping in the Bay to Yerba Buena Island, seen in the middle distance on the left. The West Bay crossing is 10,450 ft. long. The two roadways run through a tunnel in the rock of the Island. From here the East Bay section, 19,400 ft. in length, curves round toward Oakland, where the roadway spreads out into a huge Toll Plaza with sixteen traffic lanes. The total estimated cost of the bridge is about £15,400,000.

GREAT NEW DISCOVERIES OF ANCIENT INDIAN CULTURE ON A VIRGIN PREHISTORIC SITE IN SIND.

FURTHER RESULTS OF PIONEER RESEARCH AT CHANHU-DARO, IN THE INDUS VALLEY: RELICS OF CRAFTSMANSHIP, DOMESTIC LIFE, AND PERSONAL ADORNMENT IN THE THIRD MILLENNIUM B.C.

By ERNEST MACKAY, D. Litt., F.S.A., Field Director of the American School of Indic and Iranian Studies and the Boston Museum of Fine Arts. (See Illustrations on the next three pages and, in colour, on page 1.)

We give here the second and concluding portion of Dr. Mackay's article (the first instalment of which appeared in our last issue) describing the very important and interesting results of his first season's work at Chanhudaro. As we then explained, certain parts of his article were omitted, for reasons of space, and held over to be published later in conjunction with the illustrations to which they refer. These are the sections which now follow. Here it may be well, for the reader's benefit, to recapitulate one or two salient points from the first instalment. Just below the uppermost level (of the mound excavated), containing pottery of the Janghar culture, were found potsherds and other remains of a second culture, quite different from the Janghar above and from the Harappa culture beneath. To this second culture Dr. Mackay has given the name "Jhukar," since it was at Jhukar, near Larkana in Middle Sind, that similar pottery was first discovered. The two strata below the Jhukar level were both occupations of the Harappa culture, likewise named from the place of its first discovery. At Chanhudaro a township flourished almost throughout the third millennium B.C., but the vagaries of the River Indus, in changing its course and flooding large areas of land, caused certain intervals between one occupation and another.

IN the uppermost stratum at Chanhudaro the type of pottery was entirely new to us, save for a few sherds of a kind found at Jhangar, in Sind, by Mr. N. G. Majumdar. This pottery was hand-made, dark grey ware with incised ornamentation and smooth, polished surface (Fig. 16). Though well finished, it gives the impression of having been made by a primitive people. No great quantity of it was found, nor were there any habitations or burials associated with it, and we must therefore assume that it was made by a small community—possibly a wandering gipsy-like tribe that lived on the mound for a short period at a date at present uncertain. The most striking piece of this ware is a triple, cruet-like vessel (Fig. 18), exactly similar in shape to one found by Sir Aurel Stein in South Baluchistan; the latter find differed from it, however, in being painted instead of dark grey ware.

The painted pottery of the unknown people of the Jhukar culture in the second stratum down (next below the Jhangar ware) shows little or no affinity with the earlier Harappa ware found in the two strata below the Jhukar level. Both in the designs upon it, and its fabric, and the fact that much of it was painted in polychrome, it marks an entirely different civilisation (Figs. 17, 19, and 21). True, sporadic examples of polychrome ware have been found in the upper levels of Mohenjo-daro, but they are quite different from that of the second highest level at Chanhudaro. A remarkable proportion of the potsherds of this new people were fragments of the pans of offering-stands, vessels that seem to have been more largely used by them than by the people of the Harappa culture. The colours chiefly used were a purplish-brown or purplish-black paint on a cherry-red or cream slip, the designs almost invariably being conventional and in registers separated by broad bands of light or dark red, edged by the darker colour (see coloured illustrations on page 1 and Fig. 20 on page 910). Occasionally red and black were used together on a cream ground—frequently in a chevron pattern (Fig. 17)—bordered above and below by a wide band of red. A similar use of red and black paints in a chevron design is seen on an interesting sherd found by Sir Aurel Stein at Zayak, in Southern Baluchistan. This use of red and black together, in association with red bands to separate the registers, recalls the much earlier Tell Halaf ware, though in other respects these wares have little in common.

The people who brought the Jhukar culture to Chanhudaro seem to have arrived fairly soon after the desertion of the mound by the Harappa people,

and in their turn they had to leave after only a short occupation, for the Indus threatened to wash away their homes altogether. Indeed, the river, or a branch of it, actually cut through the town, dividing it into three portions now represented by the separate mounds. The

finding of similar ware to theirs in Baluchistan suggests that they entered India from the north-west, and further exploration in the former country should easily settle this point. The remains of the new culture introduced by the Jhukar people include, in addition to their pottery, a bronze socketed axe (Fig. 5), copper hair-pins with coiled heads (Fig. 11), pottery seal-amulets (Figs. 1 and 2), and other articles quite unlike anything left by the earlier Harappa people. A finely

houses, the people of this Jhukar culture were not a wealthy people, none the less they were capable of producing fine handiwork. That basket-working was also one of their handicrafts is indicated by the number of square-edged bone awls that they left in the vicinity of their habitations. Curiously enough, the shapes and the designs upon the seals suggest Syro-Cappadocian influence; but Chanhudaro is a long and difficult journey from the Near East, and the resemblance can at present only be regarded as fortuitous.

No inscriptions were found in the Jhukar level, but it does not follow that they will not be found in the course of more extensive excavations; the community that lived at Chanhudaro was quite small numerically, nor was it established there for long. The Harappa occupations below, of which we have completely excavated two, were not in continuity, as at Mohenjo-daro. Not a single wall of the upper occupation was built on another below it as foundation, as is so commonly the case at the latter site; though it is certain that the people of these two strata were the same, a definite layer of sterile soil separated their buildings. These two occupations are slightly earlier in date than the uppermost levels at Mohenjo-daro, but there is reason to believe that the other large mound at Chanhudaro—as yet only tentatively examined—was in occupation up to the end of the Mohenjo-daro period, for the pottery of the Harappa culture found near its summit is distinctly later in type.

Copper objects—various utensils (Figs. 6, 8, 10, and 12), adzes, axes, knives, chisels, daggers, hair-pins (Fig. 9), razors (Figs. 13 and 15)—were found in plenty. Of particular interest was a

large bronze shovel (Fig. 4), evidently used for grain and exactly resembling a modern coal-scoop in shape.

A sidelight on the customs of Chanhudaro is provided by the number of kohl-jars that have been found containing paint for the adornment of the eyes (Fig. 8); quite possibly kohl was used by both sexes, for it was probably then, as now, supposed also to have medicinal properties. Possibly destined exclusively for feminine use were the number of little pottery toilet-tables—or, rather, stands—on four short legs, that were found (Figs. 32 and 34), each with its upper surface ornamented with simple painted lines. A small stick of rouge (Fig. 33), with one end bevelled by much use, surely gave colour to the lips or cheeks of some fair inhabitant of the city.

The large number of seal-amulets (Fig. 3) from the Harappa levels are very like those from the contemporary cities. Mostly square, they bear engraved figures of the one-horned urus-ox, the bison, the elephant, and the tiger. A very spirited bull is trampling a man beneath his feet (Fig. 3). Several unfinished seal-amulets show that they also were made at Chanhudaro and not imported.

No traces of walls or fortifications have as yet been found, nor were many warlike weapons unearthed. It seems, therefore, that the people of Chanhudaro had little to trouble them except the unruly Indus, which turned them out of house and home several times during the history of the little city; indeed, finally it swept it almost entirely away, thus leading to its permanent abandonment. To-day the river is twelve miles distant, but there is an ancient river-bed only three miles away, and when this was being cut the water must have extended for miles on either side. Throughout man's history, the banks of large rivers have always been selected as desirable sites on which to build cities, but the excavations in Sind have shown us that there, as in Babylonia, the ancient inhabitants were on many occasions in grievous trouble owing to the vagaries of the constantly shifting water-ways.

The excavation of this site is not yet completed. The lower levels of the mound already partially excavated need thorough investigation, and the adjacent mound, which is nearly as large and practically untouched, should yield a great deal of important material and information. The Jhukar culture needs further interpretation. Nor do we know as yet what became of the people of the Harappa culture when the large cities in which they lived had to be abandoned; it is difficult to believe that this culture entirely disappeared, leaving no traces of its once widespread existence. That it was followed at Chanhudaro and other ancient sites in Sind by the Jhukar culture is now quite certain; and where the latter people came from, how long was their sojourn in Sind, and the extent of their influence, we trust that further work at Chanhudaro and other sites will tell us.



FIG. 1. SEAL PATTERNS OF THE JHUKAR CULTURE AT CHANHU-DARO: (LEFT) A SEAL OF LENTOID SHAPE IN HARD WHITE STONE WITH MILLED EDGE, ENGRAVED ON ONE SIDE WITH AN ENDLESS CORD PATTERN (SHOWN HERE) AND ON THE OTHER WITH A RHINOCEROS; (TO RIGHT) IMPRESSIONS OF THREE SEAL-AMULETS OF POTTERY BEARING GEOMETRICAL DEVICES. Describing the Jhukar people, in the Boston Museum "Bulletin," Dr. Mackay writes: "They wore seal-amulets, mostly pottery, which in their shapes and ornamentation are totally unlike the square and rectangular seal-amulets of the Harappa culture. Some are round stamp seals with roughly shaped perforated handles at the back, and others lentoid with designs on both faces and perforated laterally. These Jhukar amulets are with one or two exceptions very roughly made, and none bears any inscription: in fact, we are as yet uncertain whether their owners knew how to write. Many of them resemble certain seal-amulets of early Elamite date."

painted head-rest of pottery (Fig. 38), with bold designs in purplish-red on a bright red slip, and further ornamented with cut-out sides and triangular perforations, is an entirely new find in India. Though, to judge from their



FIG. 2. SEALS, WITH ANIMAL DESIGNS, OF THE JHUKAR PERIOD AT CHANHU-DARO, AND IMPRESSIONS FROM THEM: (LEFT—UPPER AND LOWER) A SEAL AND IMPRESSION SHOWING AN ANTELOPE AND A FLOWER; (RIGHT—UPPER AND LOWER) A BEAD-SEAL AND IMPRESSION SHOWING AN IBEX SURROUNDED BY LEAF MOTIFS.



FIG. 3. REMARKABLE ANIMAL DESIGNS ON SEAL-AMULETS OF THE HARAPPA PERIOD AT CHANHU-DARO: (LEFT TO RIGHT) A SEAL AMULET WITH A FIGURE OF AN ELEPHANT; AN IMPRESSION FROM A STEATITE SEAL, SHOWING A SINGLE-HORNED URUS-OX, WITH A CULT OBJECT BELOW THE HEAD; AND A SEAL IMPRESSION SHOWING A BULL TRAMPLING ON A MAN—ALL WITH PICTOGRAPHS AT THE TOP.

"The animal most represented on these seal-amulets [writes Dr. Mackay in the Boston Museum "Bulletin"] is an ox-like beast, always in profile with a single horn. This creature has been identified with the urus-ox, extinct in most parts of the world. Before it there is always placed a curious upright object made of wickerwork. It has been identified as a fodder-rack, a bird-cage, and an altar. That it was a cult-object is, however, certain. . . . The pictographic script above the animals has still to be deciphered, and of this there seems little prospect until a bilingual inscription has been found. We have great hopes that such an inscription may be found at Chanhudaro, or, it may be, in Mesopotamia."

A "SHEFFIELD" OF ANCIENT INDIA: CHANHU-DARO'S METAL-WORKING INDUSTRY.

PHOTOGRAPHS BY THE EXPEDITION OF THE AMERICAN SCHOOL OF INDIC AND IRANIAN STUDIES AND THE BOSTON MUSEUM OF FINE ARTS. (SEE ARTICLE ON THE OPPOSITE PAGE.)



FIG. 4. CLOSELY RESEMBLING THE FAMILIAR IMPLEMENT OF TO-DAY: A BRONZE SHOVEL, 16 IN. LONG, PROBABLY USED FOR GRAIN. (HARAPPA CULTURE.)



FIG. 5. A BRONZE SOCKETED AXE: A WEAPON FOUND IN THE JHUKAR CULTURE STRATUM AT CHANHU-DARO, ABOVE AND LATER THAN THE LOWER LEVELS REPRESENTING THE HARAPPA PERIOD.

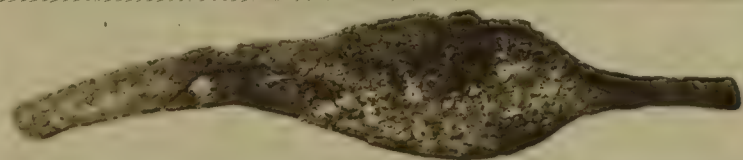


FIG. 7. A COPPER KNIFE WITH A CURVED TIP, A SHAPE ONLY KNOWN IN THE HARAPPA CULTURE: ONE OF THE MANY INTERESTING EXAMPLES OF ANCIENT INDIAN METAL-WORK FROM CHANHU-DARO.



FIG. 6. TWO COPPER DISHES CORRODED TOGETHER, FOUND IN A HOARD OF UTENSILS AND OTHER OBJECTS: EXAMPLES OF THE HARAPPA PERIOD AT CHANHU-DARO.



FIG. 8. WITH A FLUTED BODY SUGGESTING MESOPOTAMIAN ART INFLUENCE: A SMALL BRONZE COSMETIC JAR, SKILFULLY WROUGHT, TO CONTAIN KOHL, OR EYE-PAINT. (HARAPPA CULTURE.)

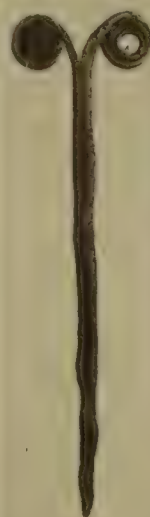


FIG. 9. A HAIR-PIN OF A TYPE HITHERTO UNKNOWN IN INDIA, THOUGH KNOWN IN ITALY, ANAU, AND THE CYCLADES: POSSIBLY AN IMPORTATION. (HARAPPA CULTURE.)



FIG. 10. A METAL JAR FOUND WITH OTHERS, AND VARIOUS TOOLS, IN A HOARD: ONE OF THE COPPER AND BRONZE UTENSILS OF HARAPPA TIMES FOUND AT CHANHU-DARO.



FIG. 11. BELONGING TO THE JHUKAR PERIOD: A COPPER HAIR-PIN WITH COILED HEAD—A TYPE WELL KNOWN IN SUMER, THE CAUCASUS, AND CENTRAL EUROPE.



FIG. 12. A BRONZE VESSEL OF THE HARAPPA CULTURE PERIOD: A GRACEFUL SPECIMEN OF THE METAL-WORKER'S ART IN INDIA SOME 5000 YEARS AGO.

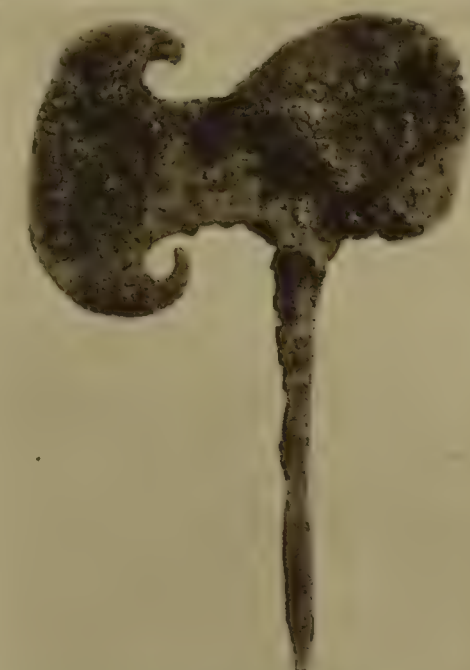


FIG. 13. THE ANTIQUITY OF SHAVING: A COPPER RAZOR, WITH AN EDGE ON BOTH SIDES AND A HANDLE FOR HOLDING IT—A RELIC OF THE HARAPPA CULTURE.

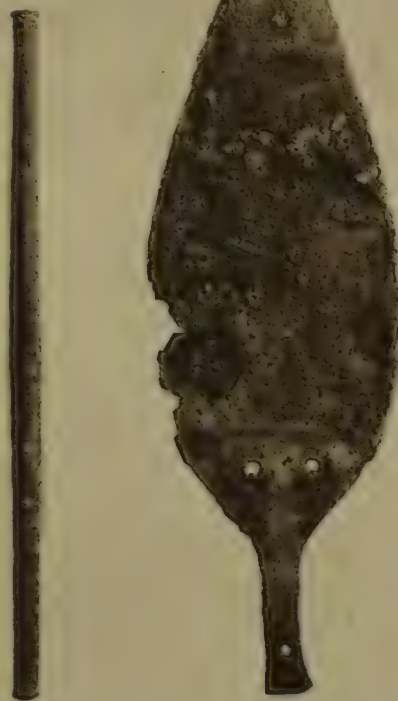


FIG. 14. A SPEAR-HEAD WITH HOLES FOR THE ATTACHMENT OF A SHAFT, AND A WOODEN MIDRIB: A WEAPON OF THE HARAPPA PERIOD FROM CHANHU-DARO.



FIG. 15. A COPPER RAZOR OF AN UNUSUAL "HORSESHOE" SHAPE, WITH EDGES AT BOTH ENDS: A CONTRAST IN FORM TO THE OTHER EXAMPLE ILLUSTRATED IN FIG. 13, AND SIMILARLY A RELIC OF SHAVING METHODS DURING THE HARAPPA PERIOD.

Describing his discoveries at Chanhu-daro in the Boston Museum "Bulletin," Dr. Ernest Mackay writes: "Close beneath the Jhukar stratum we came upon buildings of the Harappa culture. Here were found the copper and bronze implements and tools. Two hoards of these implements were so corroded together (Fig. 6) that it was not until the end of the season, when they could be chemically cleaned and separated, that we became aware of what we had found. Blade axes, chisels, spear-

heads (Fig. 14), and copper and bronze vessels of various shapes all go to show that Chanhu-daro was a great centre of metal-working, but whether bronze or copper was more commonly worked can only be ascertained by analysis of the material. Considerable skill in the working and casting of bronze is shown in the cosmetic jar (Fig. 8), and especially in a toy cart with a pent-roof." This little toy cart, we may recall, was illustrated on page 862 of our last issue.

HARAPPA POTTERY, 5000 YEARS OLD, UNIQUE IN ANCIENT INDIA, CONTRASTED WITH LATER WARE: CHANHU-DARO DISCOVERIES.



FIG. 16. (ABOVE) FROM THE UPPERMOST LEVEL AT CHANHU-DARO: DARK-GREY INCISED POTTERY OF THE JHANGAR CULTURE.



FIG. 19. (LEFT) JHUKAR WARE: A FRAGMENT OF THE RIM AND PAN OF AN OFFERING-STAND, WITH DESIGNS IN PURPLISH-BLACK PAINT ON A LIGHT-RED SLIP.



FIG. 17. (LEFT) FROM THE SECOND (JHUKAR) LEVEL: A PAINTED SHERD WITH A BLACK AND RED CHEVRON DESIGN ON A PINK SLIP, BETWEEN RED BANDS EDGED WITH BLACK.

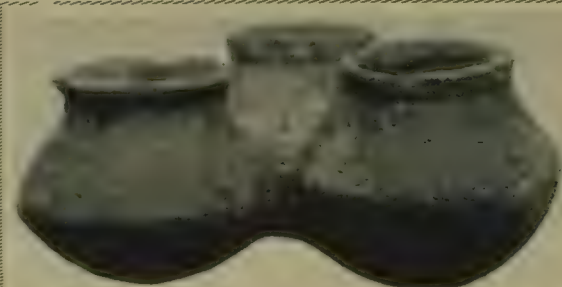


FIG. 18. THE MOST STRIKING EXAMPLE OF JHANGAR WARE: A TRIPLE CRUET-LIKE JAR OF DARK-GREY, SEMI-POLISHED POTTERY, RESEMBLING IN SHAPE A PAINTED ONE FOUND IN BALUCHISTAN.

FIG. 20. (RIGHT) JHUKAR WARE: PART OF THE NECK AND SHOULDER OF A LARGE STORAGE JAR, DECORATED WITH PURPLISH-BLACK PAINT ON A CREAM SLIP BETWEEN BANDS OF RED.



FIG. 21. JHUKAR WARE: A SHERD FROM A LARGE STORAGE JAR, WITH A DESIGN PAINTED IN PURPLISH-BLACK ON A LIGHT-PINK SLIP.



FIG. 22. JHUKAR WARE: A VESSEL WITH A NARROW FOOT, DECORATED WITH RED AND BLACK PAINT ON A CREAM SLIP.

FOR CONTRAST WITH THE HARAPPA POTTERY SHOWN BELOW: JHANGAR AND JHUKAR WARE FROM THE TWO UPPER LEVELS AT CHANHU-DARO.

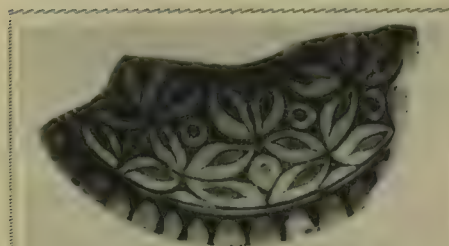


FIG. 23. HARAPPA WARE: A FRAGMENT OF A FINELY PAINTED POTTERY JAR COVER, WITH A DESIGN IN BLACK ON A POLISHED RED SLIP.

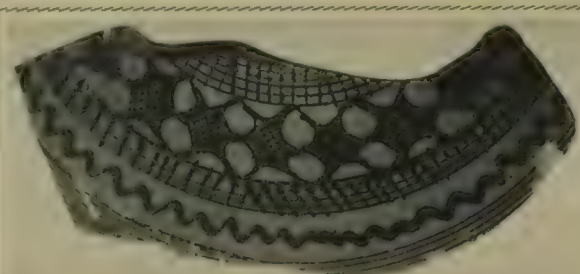


FIG. 24. POTTERY FROM THE LOWER LEVELS AT CHANHU-DARO, REPRESENTING THE HARAPPA CULTURE: A PIECE FROM THE UPPER PART OF A LARGE JAR PAINTED IN BLACK ON A DARK-RED SLIP.

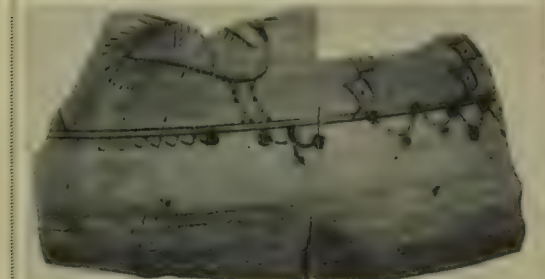


FIG. 26. (ABOVE) BIRD LIFE DEPICTED ON HARAPPA WARE: A PEACOCK ON A FRAGMENT FROM A LARGE STORAGE JAR, PAINTED IN BLACK ON A RED WASH.



FIG. 27. (LEFT) ANIMAL DESIGN ON HARAPPA WARE: A YOUNG IBEX EATING FROM A TREE, AND OTHER MOTIFS, IN MATT BLACK PAINT ON A BUFF SLIP.



FIG. 28. (LEFT) BIRD DESIGNS ON HARAPPA POTTERY: PEACOCK AND OTHER MOTIFS ON A FRAGMENT OF A LARGE STORAGE JAR, IN PURPLISH-BLACK PAINT ON A LIGHT-RED WASH.



FIG. 29. (LEFT) WITH TWO SIGNS OF THE HARAPPA SCRIPT PAINTED ON IT IN BLACK, REFERRING PERHAPS TO ITS ORIGINAL CONTENTS: A SMALL VESSEL OF BUFF POTTERY.

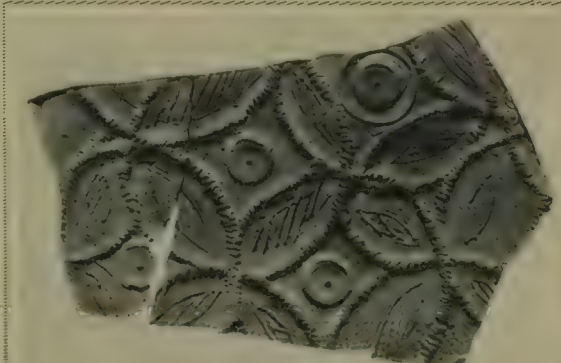


FIG. 30. HARAPPA WARE: A FRAGMENT FROM THE BASE OF A LARGE POTTERY PAN DECORATED WITH AN INCISED INTERSECTING-CIRCLE DESIGN—AN INTRICATE REPEATING PATTERN REMINISCENT OF MODERN DECORATION.

FIG. 31. (RIGHT) FOLIAGE DESIGN ON HARAPPA POTTERY: A FRAGMENT OF A LARGE STORAGE JAR WITH A CONVENTIONAL DESIGN OF PIPAL LEAVES IN BLACK PAINT ON A LIGHT-RED WASH.



FOR CONTRAST WITH THE JHANGAR AND JHUKAR WARE SHOWN IN THE UPPER HALF OF THIS PAGE: EXAMPLES OF THE EARLIER HARAPPA POTTERY.

The illustrations on this page are arranged to provide a comparison between the pottery found in the first two levels, at the top of the Chanhu-daro mound, representing respectively the Jhangar (first level) and Jhukar (second level) cultures, and the pottery of the earlier Harappa culture from the lower levels. Examples of Jhangar and Jhukar ware are shown in the upper half of the page, and Harappa specimens in the lower half. Reference should also be made to the coloured

illustrations on page I. Writing in the Boston Museum "Bulletin," Dr. Ernest Mackay says: "The pottery of the Harappa culture is easily distinguishable from the wares of the Jhukar culture found above it. The designs painted in dense black on a highly burnished red slip distinguish it from any other pottery found in ancient India. A very common motif is a series of intersecting circles (Fig. 30). This motif is peculiar to the Harappa culture."

LIPSTICK 5000 YEARS OLD—AND OTHER "MODERN" RELICS OF ANCIENT INDIA.

PHOTOGRAPHS BY THE EXPEDITION OF THE AMERICAN SCHOOL OF INDIC AND IRANIAN STUDIES AND THE BOSTON MUSEUM OF FINE ARTS. (SEE ARTICLE ON PAGE 908.)

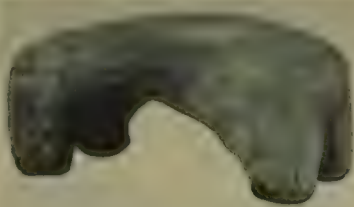


FIG. 32. A FEMININE TREASURE: A TOILET STAND WITH A CONVEX UPPER SURFACE; AN EXAMPLE OF HARAPPA POTTERY FROM CHANHU-DARO, A PREHISTORIC SITE IN SIND.

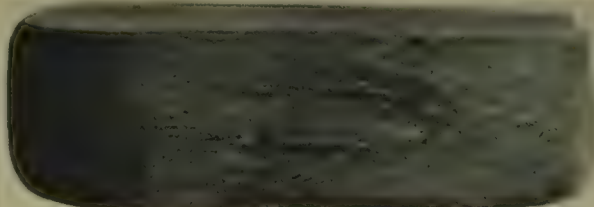


FIG. 33. A "LIPSTICK" OF 5000 YEARS AGO USED BY SOME INDIAN BEAUTY: A PIECE OF RED OCHRE (ROUGE) FOR PAINTING THE MOUTH OR FACE—FROM THE HARAPPA LEVEL AT CHANHU-DARO.

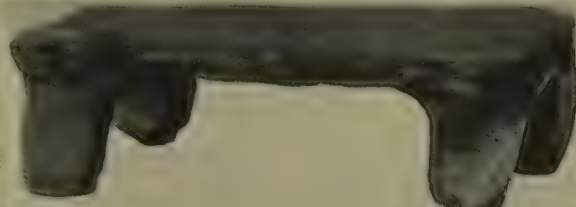


FIG. 34. A POTTERY TOILET STAND WITH A FLAT UPPER SURFACE DECORATED WITH RED LINES: A RELIC, PERHAPS, FROM SOME PREHISTORIC INDIAN WOMAN'S PERSONAL BELONGINGS.



FIG. 35. A CHILD'S FEEDING-CUP MADE FROM A SHELL, OF THE SAME SHAPE AND DATE AS SOME FOUND AT UR AND KISH IN MESOPOTAMIA: A HARAPPA CULTURE RELIC FROM CHANHU-DARO.



FIG. 36. ONCE FAMILIAR OBJECTS IN A PREHISTORIC INDIAN HOUSEHOLD OF THE HARAPPA PERIOD: A CHILD'S FEEDING-CUP AND A CONDIMENT DISH, BOTH OF POTTERY.



FIG. 37. (LEFT) HOUSEHOLD RELIGION IN PREHISTORIC INDIA OF HARAPPA TIMES: A POTTERY FIGURINE OF THE MOTHER GODDESS, WITH NECKLACE AND PENDANT AND ORNAMENTAL HEAD-DRESS.



FIG. 38. "AN ENTIRELY NEW FIND IN INDIA" AND BELONGING TO THE HITHERTO LITTLE-KNOWN JHUKAR CULTURE: A PAINTED POTTERY HEAD-REST, WITH DESIGNS IN PURPLISH-RED ON A CHERRY-RED SLIP, AND TRIANGULAR PIECES CUT OUT TO LIGHTEN ITS WEIGHT.

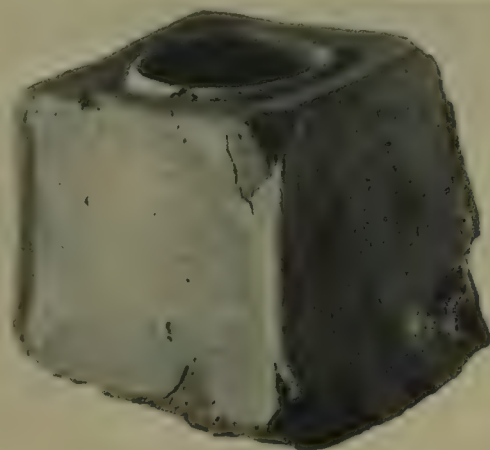


FIG. 39. A MODERN-LOOKING RELIC OF ANCIENT INDIAN WRITING MATERIALS: A POTTERY INK-POT OF HARAPPA DATE, WITH RIB-LIKE ORNAMENTATION DOWN EACH OF THE FOUR ANGLES.



FIG. 40. AN INTIMATE PERSONAL RELIC OF INDIAN LIFE IN THE 3RD MILLENNIUM B.C.: AN IVORY COMB, WITH INCISED DECORATION OF CONCENTRIC CIRCLES ON EACH SIDE, DATING FROM THE HARAPPA PERIOD OF CULTURE.



FIG. 41. A POTTERY BRACELET OF THE HARAPPA EPOCH: ONE OF A SURPRISING NUMBER OF EXAMPLES FOUND, POSSIBLY MADE FROM SACRED EARTH, BUT UNDECORATED.

The objects illustrated on this page are of a kind to bring vividly before the imagination scenes of daily life in part of north India about 5000 years ago. Some of them also, such as the ink-pot, show extraordinary resemblance to familiar articles and social habits of to-day. Alluding to such matters in the Boston Museum "Bulletin," Dr. Ernest Mackay says: "The figurines (Fig. 37) of the

Harappa levels tell us that the head-dresses were very elaborate, and this appears to have been so in the Jhukar period also; a very fine head-rest of painted pottery (Fig. 38) was undoubtedly intended to protect the owner's head-dress from damage during sleep. . . . A rectangular slip of red ochre (Fig. 33) with a bevelled end . . . was used as a face-paint, if not actually as a lipstick."

The World of the Theatre.

By IVOR BROWN.

PLAYS OF YOUNG PEOPLE.

AT Christmas time, for which the theatre is already making its lavish preparations, we expect at the playhouse to find old people amusing the young. The seniors dress up for the juniors. The lady who plays the principal boy in pantomime is likely to have three (or even four) times the years of the "prep-school" lad who is sitting entranced at the spectacle of her dazzling youth, when he is not endangering his ribs by the volume of his laughter at Buttons and the Dame. But, though we are already preparing for pantomime, we are not yet amid that wild crash of drums, that mad assault of drolls, and that crazy quilt of song and dance and clowning which the English spread over their fairy-tales.

Meanwhile, the popular process seems to be the other way round. The young are called upon to entertain the old. There have been many of these comedies recently (three of which remain and prosper), centring on the delights and dilemmas, the galling poverty, the unquenchable high spirits and the modest adventures of groups of young people. I refer to the young boarders of "Spring Tide," the young Bohemians of "Do You Remember?," and "After October"; and the crammer's pups of "French Without Tears," the latest of the series. These latter pups can be now found in full bark and bite at the Criterion Theatre, where they were given a very warm welcome at a recent first night. There was a strong division of critical opinion, the majority being much in favour, the minority holding that these charades about juveniles are too trivial to be of any interest, or even to rank as anything at all.

This fashion of entertainment was set, I suppose, by the prolonged run of "The Wind and the Rain," in which the routine of the medical students' life was diversified by their sessions with beer and banter, or their nights of economical and not too desperate dissipation. It is fairly true that no parties of young men are likely to get together in lodgings without producing from among themselves one who functions as the "Life and Soul." Mr. Mackenzie

Ward made a tremendous hit as the "L. and S." of the English students exposed to Scottish wind, rain, lectures, and examiners. In the subsequent pieces of this kind, the tendency has been not to have a single official "L. and S.," one licensed clown, but to permit all the party a certain liberty of larking. In "French Without Tears," for

favour of our sympathetic smile; to evoke the sympathetic smile on a wide scale is probably the most profitable action that a playwright can perform. Laughter and tears—it is a very old theatrical mixture, and eternally potent.

Another feature of these pieces, and a welcome one, is that the promoters have to keep the party clean. When "French Without Tears" was produced, there was some talk of daring lines, but they did not amount to much. It is true that this piece also contains a young woman who would flirt with the leg of a chair, but Miss Kay Hammond, in the part of this aspiring vampire, slinks to conquer, and rolls her eyes with such a charming childishness that the seamier side of sex does not intrude. Her career as huntress is only part of the farcical game; her claws, if she inserts them, will but scratch; perhaps they will only tickle a rib. To choose Miss Hammond was a wise piece of casting. What might have been ugly if serious, was kept comical and clean. The vamp as vamp is often a nuisance on the stage; but the vamp as a booby, amusing as she is attractive, is excellent company.

It is significant that this kind of play, in which youth on the stage appeals for the indulgent and commiserating laughter of maturity in the stalls, usually tends to regard juvenile status as a masculine affair. Mr. Rodney Ackland manages to keep the balance between the sexes, and the young woman worker is well represented in "After October." On the other hand, in "Do You Remember?" and "French Without Tears" the males are in a strong majority. This, it may be said, is a shrewd policy; the motherly instinct to which such pieces may appeal is



"FRENCH WITHOUT TEARS," AT THE CRITERION: THE INMATES OF A FRENCH "CRAMMING" ESTABLISHMENT ON THE RIVIERA DELIGHTED WHEN THEIR PROFESSOR, MONSIEUR MAINGOT. (PERCY WALSH), APPEARS GARBED AS A HIGHLANDER FOR A FANCY-DRESS BALL.

In "French Without Tears" Diana Lake (Kay Hammond; seated) is guilty of trifling with the affections of several of the masculine inmates of a "cramming" establishment on the Riviera, including Kit Neilan (Robert Fleming; right). The other characters seen here are (l. to r.) Brian Curtis (Guy Middleton); Kenneth Lake (Trevor Howard); and Jacqueline Maingot (Jessica Tandy).

example, there is no one comedy part: the student class is given a general permit to romp. And romp it vigorously does.

One reason, naturally, why these plays are popular with managers is that they cost less to run than those which depend on more elderly, better established, and so more highly salaried players. I am not suggesting that this is absolutely and universally true, or that the cost at the Criterion is cheap, but on the whole, it is obvious that a play about youth, played by youth, will be less costly to stage than a play about maturity, presented by mature actors who are rated high on the salary list. Therefore, such pieces can be kept on while playing to business which would be inadequate to support and to keep alive more lavishly cast productions. Consequently, there is a perfectly good reason for giving them a trial; if the trial does not succeed, at least you lose less by presenting "The Stars of To-morrow" than by presenting "The Stars of To-day." If, on the other hand, the trial does succeed, you "sit pretty," as the saying goes, because the costs are so much less.

These comedies of youth appeal, I imagine, to the maternal instinct, an important point, since women determine the fate of plays to a great extent. In this kind of drama we meet a lot of nice young men with just enough money to wish they had more, with enough work to neglect, with few apprehensions, small responsibilities, and some great expectations about the world which lies ahead. Perhaps they have no one to sew on their buttons and darn their socks; many feminine playgoers may tenderly feel that they would be glad to do it for them. The youths may seem to be, or at least pretend to be, fairly tough and self-reliant during the first act, but the point of such plays is usually to demonstrate that boys will not be anything but boys, and therefore need a good deal of looking after. In "French Without Tears," the students at the French crammer's are older and better off: so there is less appeal to our compassionate laughter, but, in general, the play about youth asks, with a good deal of ragging and a little pathos, for the



"MUTED STRINGS," THE PLAY DEALING WITH THE LIFE OF BEETHOVEN, AT DALY'S: MR. KENNETH KENT IN HIS IMPRESSIVE MAKE-UP AS THE AGED COMPOSER.

In "Muted Strings" Beethoven is seen as a young man engaged in teaching music; in middle-life alarmed by the threat of deafness; and in his later days, when the threat has become a reality, as a somewhat soured old man. A romantic interest is introduced by his love for his pupil Giuletta Guicciardi (Jane Baxter).



IN THE HIGHLY SUCCESSFUL PRODUCTION OF "AS YOU LIKE IT," AT THE OLD VIC: EDITH EVANS AS ROSALIND.

more easily touched by the spectacle of boys being boys than by that of girls being girls. That is true, but there is another consideration which intending playwrights must bear in mind when they approach a theme of this description. There are thousands of amateur dramatic societies in this country and their number does not seem to grow less. Consequently, the amateur rights of a play may be valuable, and nearly all amateur dramatic societies want plays with abundant parts for women. My advice, then, to any author who, observing the present popularity of plays about young people, tries to add to this profitable list, is to set his or her scene in any college, hostel, or lodging-house where women are more numerous than men. Apart from financial consideration, it is time for alteration. It is the ladies' turn now.

MADRID AS SEEN BY FRANCO'S MEN: A VIEW FROM THE CASA DEL CAMPO.



THE SPANISH CAPITAL FROM THE PARK ON THE WEST OF THE MANZANARES RIVER, CENTRE OF FIERCE FIGHTING: MADRID—SHOWING THE LONG BLACK ROOF OF THE NORTH STATION (CENTRE) AND THE TELEPHONE EXCHANGE DOMINATING THE HORIZON.

The advanced troops of General Franco's forces appeared in the neighbourhood of Madrid on November 5, and soon shells began to fall in the city. There followed a period of fighting on the western bank of the Manzanares. The area known as the Casa del Campo (a public park) has repeatedly figured in the news as the scene of attacks and counter-attacks involving heavy loss of life. Insurgent claims to have occupied the North Station as early as November 9 were discounted later. It appears that bodies of Legionaries and Moors did succeed in getting as far as the wall bordering the Manzanares under cover of night, but they were thrown back

by a counter-attack in which the Anti-Fascist Legion figured prominently, supported by aircraft. Continuous fighting followed. The Anti-Fascist Legion is composed of foreign volunteers, and includes men from Germany, France, Italy, Portugal, Switzerland, Morocco, and even, it is alleged, Great Britain. Our photograph allows an idea to be formed of the approach to Madrid from the west; showing the difficult area of the Casa del Campo in the foreground, dominated by the buildings on the east bank of the Manzanares, which rise in tiers, to the advantage of a stubborn defence. The Central Telephone Exchange dominates the big buildings on the Gran Via.

BOOKS OF THE DAY.

I DEPRECATE the aloofness

of those secretive and ultra-fastidious writers who refuse to reveal the whole of themselves; who destroy manuscripts, cover up their tracks, and set a ban on full and frank biography. Some of the Victorians took that attitude, especially Tennyson and Matthew Arnold. I have been reminded of their testamentary prohibitions in reading "MORE POEMS." By A. E. Housman. With Portrait (Cape; 5s.); and a slight memoir of the author—"A. E. HOUSMAN." A Sketch, with a List of his Writings and Indexes to his Classical Papers. By A. S. P. Gow, Fellow of Trinity College, Cambridge. With three Plates (Cambridge University Press; 7s. 6d.). Both these books have for frontispiece the same portrait—a drawing by Francis Dodd, showing Housman aged sixty-seven, in 1926. He was himself, by the way, not "a Shropshire lad," but a Worcestershire lad. Born in 1859, at Fockbury, near Bromsgrove, he was educated at Bromsgrove School and St. John's College, Oxford. Coming to London, he worked for ten years in the Patent Office. He combined meditation of the muse with eminence in classical scholarship. From 1892 to 1911 he was Professor of Latin at University College, and from 1911 until his death he held the Chair of Latin at Cambridge. His best-known volume of verse, "A Shropshire Lad," appeared in 1896. His chief work in classics, the great edition of Manilius, was completed in 1930.

The editing of the little sheaf of new poems has been a task of fraternal piety, well and faithfully performed. One cannot but sympathise with a literary executor faced with such a drastic mandate as this: "I direct my brother, Laurence Housman, to destroy all my prose manuscripts in whatever language, and I permit him but do not enjoin him to select from my verse manuscript writing, and to publish, any poems which appear to him to be completed and to be not inferior to the average of my published poems; and I direct him to destroy all other poems and fragments of verse." There have been countless instances in literary history of precious MSS. lost or destroyed through carelessness or ignorance, but there cannot have been many such holocausts perpetrated at an author's own behest. This inexorable self-condemnation is almost as cruel as scornful strictures on other men's work. Mr. Gow recalls that a friend of Housman once urged him to publish his paper on Swinburne, and, hearing that it was doomed to posthumous destruction, suggested that, if it had been bad, Housman would already have destroyed it himself. "I do not think it bad," said Housman. "I think it not good enough for me." Mr. Gow comments: "Housman was not the first poet or scholar who has desired 'to build himself a monument,' but few can have shown such anxious solicitude in selecting the stones of which it was to be composed."

It is just because of my affection for a small copy of "A Shropshire Lad," long cherished among my most accessible books for occasional "dips," that I deplore its author's harsh sentence on his unpublished MSS., especially as what we do get in "More Poems" equals his best, and is largely in the same vein, mingling love of nature and locality with a sombre outlook on life, due, one imagines, to some early frustration or personal loss. When I have once taken a poet to heart, I like to know all about him. Apparently, however, there is nothing more to come, for Mr. Gow says concerning his own brief but excellent "sketch": "If any comprehensive biography were in prospect it would not have been written." He adds abundant data for discovering Housman's classical papers and contributions to periodicals, whose collection in book form he forbade. As a classical teacher and editor Housman seems to have excelled in what he calls "minute and pedantic studies" rather than in any large and literary treatment of the ancient writers. Personally, I prefer the literary and human interest; but I cannot speak from experience of his lectures, for he went to Cambridge long after my undergraduate days. I remember, however, his immediate predecessor in the Latin Chair, Professor Mayor, whose monumental "Juvenal" I once possessed, and I now learn that my first tutor, W. E. Heitland, became one of Housman's principal friends.

Britain is divided, more or less, into literary provinces, each with its own presiding genius. While Housman is the Salopian poet *par excellence*, another county, nearer home to Londoners, has its own interpreter in a writer of deliciously amusing prose sketches of local character, who has just added to his considerable list of kindred works "ANNALS OF MAYCHESTER." A Chronicle of the Countryside. By S. L. Bensusan. With Preface by R. B. Cunningham Graham. Illustrated by Betty Aylmer (Routledge; 12s. 6d.). Readers who remember the author's previous books will discover here that he has "plenty more where that came from." His distinguished introducer (now, unhappily, no longer with us) says: "Just as the Kailyarders in Scotland staked off their claim in Galloway, or Arnold Bennett made the Potteries his own,

Scotland.

Both poets have the same intense feeling for their homeland. Both polished the "carven phrase," and both preferred quality to quantity. Stevenson's verse possesses more flexibility, tenderness, and lyrical magic, while Housman's, with all its verbal felicity, has a certain cold precision and monotony of metre. Many new and revealing glimpses of R.L.S. in his South Seas phase occur in an entertaining book of sailorly reminiscences entitled "THE SEAS WERE MINE." By Captain Howard Hartman. Edited by George S. Hellman. With eight illustrations (Harrap; 8s. 6d.). Captain Hartman has had varied and interesting experiences. In the course of his travels he became acquainted

not only with Stevenson, but also with Kipling and Conrad, not to mention Whistler, Cecil Rhodes, and King Edward VII. On one occasion, at a review of Colonial contingents that had fought in the Boer War, he attracted the interest of Queen Victoria, who subsequently summoned him, with three veterans, for a private audience at Windsor Castle. "My comrades," he writes, "seemed tongue-tied, so the conversation was almost entirely between her Majesty and myself. The audience eventually resolved itself into my relating the yarn of 'The Twin Pearls of Morea.'"

Captain Hartman's first meeting with the author of "Treasure Island" took place when the schooner *Tiarhieva*, arrived at Honolulu from Samoa, soon after the great hurricane, which later he described to the Queen. The Captain told him that "a writer chap, Stevenson," wanted to come aboard. Presently the "writer chap" duly arrived, and, after much yarning, took them to the house he was then occupying on Waikiki Beach. "Stevenson," says the author, "had not decided at that time to settle at Samoa. He would, I think, have preferred Tahiti; he was fascinated by the scenery and climate. But Papeete, the naughty Paris of the South Seas, and the royal favours showered upon him there, were not approved by his wife." Here at Honolulu we see him now gay and convivial, dining with a local king or singing native songs; now petulant and cross with his wife for mixing up his manuscripts. The following passage pictures the conditions in which he was working: "He led the way around the left side of the house, to a shed that looked like a glorified chicken-house, made out of packing-cases obtained from the royal warehouse of King Kalakaua. This, Stevenson told us, was where he did his thinking and writing. The interior was about eight by ten feet and contained an old camp cot without springs. On the wall hung a flageolet and a guitar. The author could play both instruments. At the time Stevenson was completing 'The Master of Ballantrae,' and some of its pages lay before us."

At this point some other goodly craft of maritime interest appear in the offing. In the "STORY OF SAIL." By G. S. Laird Clowes. Illustrated by Cecil G. Trew (Eyre and Spottiswoode; 10s. 6d.), the development of sailing-ships through the ages, from ancient Egyptian times until to-day, is outlined, with a series of delightful drawings (each faced by a historical note) illustrating representative types of ships of various regions and periods. There is also a special section on the evolution of yachts. It is only through yachting, the author declares, that the ancient seamanship of our ancestors can be kept alive. For commercial purposes, apparently, it will soon be extinct.

In "EAST MONSOON." By G. E. P. Collins. With Maps and Illustrations (Cape; 10s. 6d.), we are wafted about the waters surrounding Celebes, that quaintly shaped island of the East Indies which looks on the map like something between a drunken octopus and an attempt to draw an elephant with one's eyes shut. In keeping with its fantastic shape, Celebes and its sister islands gave the author many strange experiences in quaintly rigged craft of a mediæval type, originally modelled, he says, on old Portuguese vessels resembling the *Santa Maria*. "East Monsoon" is picturesquely written and illustrated by many excellent photographs. It will appeal especially to readers who like the modern fashion, perceptible now in

[Continued on page 930.]



THE FRONT VIEW OF THE CARVED ANGEL OVERLOOKING THE SANCTUARY OF PETERBOROUGH CATHEDRAL FROM THE SOUTH SIDE.



A SIDE VIEW OF THE CARVED ANGEL OVERLOOKING THE SANCTUARY OF PETERBOROUGH CATHEDRAL FROM THE SOUTH SIDE.



A SIDE VIEW OF THE ANGEL ON THE NORTH SIDE; SHOWING CAST LEAD ORNAMENTS NAILED ON THE DRAPERY.



THE FRONT VIEW OF THE ANGEL ON THE NORTH SIDE: A PAINTED GESSO-COVERED WOODEN CARVING.

TWO INTERESTING OLD CARVED FIGURES, HIGH ABOVE THE SANCTUARY OF PETERBOROUGH CATHEDRAL, WHICH THE ERECTION OF A SCAFFOLDING HAS MADE IT POSSIBLE TO PHOTOGRAPH: A PAIR OF ANGELS; PROBABLY DATING FROM THE FIFTEENTH CENTURY.

A correspondent writes of the above figures in Peterborough Cathedral: "The restoration of the ceiling of the Sanctuary of Peterborough Cathedral has necessitated the erection of scaffolding some eighty feet above the pavement, and, taking advantage of this, I have been able to photograph two carved angels which stand on either side at the point where the choir-walls merge into the apse. No one has been near them for some eighty years—since the restoration in the 'forties. Both figures are of wood with coatings of gesso, and are something over 4 ft. in height. The wings are not directly part of the figures, but are nailed to the upright timbers. I should say that the figures date somewhere in the early half of the fifteenth century. Probably never, within the lifetime of anyone now living, will it again be possible to get photographs of them."

Mr. Bensusan has established his literary ownership of the fenny district. . . . Essex alone could have produced a Mr. Woodpecker, a Martha Ram [or] Eliphaz Hunks. . . . Mr. Bensusan has done for Essex what Barnes and Hardy did for Dorsetshire, and in addition to a book rich in quiet humour and instinct with observation, has preserved for England a quaint rich dialect, that without him might have perished utterly."

Housman's verse, I think, is in some ways akin to Stevenson's nostalgic poems recalling his boyhood in

the waters surrounding Celebes, that quaintly shaped island of the East Indies which looks on the map like something between a drunken octopus and an attempt to draw an elephant with one's eyes shut. In keeping with its fantastic shape, Celebes and its sister islands gave the author many strange experiences in quaintly rigged craft of a mediæval type, originally modelled, he says, on old Portuguese vessels resembling the *Santa Maria*. "East Monsoon" is picturesquely written and illustrated by many excellent photographs. It will appeal especially to readers who like the modern fashion, perceptible now in

A CAPITAL CITY IN THE FIGHTING LINE: MADRID—FRANCO'S GOAL.

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS.



SUBJECTED TO THE HORROR AND DEVASTATION OF MODERN WARFARE: MADRID—A PICTORIAL MAP OF THE SCENE OF THE SUPREME STRUGGLE IN THE CIVIL WAR, SHOWING THE MANZANARES BRIDGES AND OTHER VITAL POINTS.

When General Franco's troops appeared before Madrid in the first week of November it seemed that the Government's cause was lost and that the insurgents would be in possession of the capital within a few days. For the time being, however, the city proved a rallying-point for the Government forces. They received fresh aeroplanes and anti-tank guns, which brought their equipment more nearly into equality with that of their opponents, and reinforcements of men reached them from Catalonia. As we write, the situation remains obscure, but a succession of claims by General Franco's forces to have established themselves on the East bank of the Manzanares have proved to be premature. Meanwhile, Madrid itself has

become the "front line." The appearance of life in the city at this period was extraordinary. Although subjected to methodical bombardments and repeated air raids, trams continued to run, cafés and even cinemas remained open; while loudspeakers poured forth streams of jazz, and other entertainment, mingled with propaganda talks. This pictorial map shows the series of vital bridges over the Manzanares (the Bridge of the French is just off the map in the top left-hand corner), and the University City, the Model Prison, the Montana Barracks, the North Station, the Cemetery on the south, and other crucial points of the operations. The British Embassy, with a Union Jack painted on its roof, lies to the north-east.

FRANCO'S ATTACK ON MADRID: THE MOST IMPORTANT ONSLAUGHT



MOROCCANS IN FRANCO'S FORCES ATTACKING MADRID: A GROUP (INCLUDING A MAN WHO USES A BASKET TO CARRY HIS BELONGINGS) WITH CLOTHES AND EQUIPMENT IN GOOD ORDER AND WITH BREECH-COVERS ON THEIR RIFLES.



A HITCH?—A MOROCCAN N.C.O. IN THE FORCES ATTACKING MADRID DEMONSTRATES OVER THE HANDLING OF A DIVERSE ASSORTMENT OF BAGGAGE; WHILE AN OFFICER STUDIES A VOLUMINOUS ORDER SHEET.



FRANCO'S TROOPS IN ALCORCON, ABOUT SIX MILES TO THE WEST OF THE MANZANARES: A STALWART-LOOKING, WELL-EQUIPPED UNIT LINING UP IN A DISCIPLINED WAY TO DRAW RATIONS DURING A HALT.



A PRECAUTION BY THE TROOPS COMMANDED BY GENERAL VARELA IN THE ATTACKS ON MADRID: SOLDIERS BEHIND AN EFFECTIVE SANDBAG RAMPART ON A "PAVED" HIGH ROAD.



GENERAL FRANCO'S COMMANDER IN THE MADRID SECTOR: GENERAL VARELA (CENTRE), WHO DIRECTED THE ATTACKS ON THE CITY.

We give here pictures of General Franco's commander in the Madrid sector, General Varela, and of his men. The insurgent troops in this sector were grouped roughly as follows in the recent fighting. On the insurgent right (towards the south) was Colonel Monasterio's cavalry. To the left of the cavalry in the line were Colonel Tella, with a column of Legionaries and Moors, and Colonel Barron's column; and in the centre was Colonel Ascension.

General Varela's operations were directed to getting a foothold on the east bank of the Manzanares, in the northern part of the city. Here the ground, it appears, is more open, and suited to tank attacks. Elsewhere, the east bank of the Manzanares is well adapted to a stubborn defence, as a reference to our pictorial map of Madrid (on page 915) or the general view of the city from the west (reproduced on page 913) will show. General Varela's

OF THE CIVIL WAR THAT HAS BROUGHT DEVASTATION TO SPAIN.



THE ARTILLERY BOMBARDMENT PRECEDING AN INSURGENT ATTACK: SHELLS BURSTING AMONG THE HOUSES IN A SUBURB OF MADRID AS GENERAL VARELA'S MEN WORKED THEIR WAY TOWARDS THE CITY.



THE BOMBARDMENT OF MADRID: FOREIGN JOURNALISTS WATCHING THE SMOKE RISING FROM THE CITY IN THE DISTANCE DURING ONE OF VARELA'S ASSAULTS.

efforts were faced by the defence organised by General Miaja. The Government forces were credited with the following plan: to hold General Varela's attacks on the Manzanares, while attacking his flanks on the north and south. In fairness to this plan it must be admitted that the position of a force which, though held in the wedge-shaped space between the Ezeorial road (on the north) and the Aranjuez high road (on the south), persists in attacking

from the point of the wedge (i.e., on the Manzanares) cannot be described as comfortable. As we write, however, claims and counter-claims render the situation obscure. A feature of General Franco's plans has been the daily bombardment of Madrid, causing severe casualties. It is to be feared that the Spanish Civil War, which began with both sides equipped in a somewhat out-of-date fashion, is rapidly becoming "ultra-modern" in technique.

HEADED BY THE KING: PROMINENT PEOPLE IN THE R.P. EXHIBITION.



SIR GILES GILBERT SCOTT, R.A.
BY R. G. EVES, A.R.A., R.P.



HIS EMINENCE CARDINAL HAYES.
BY FRANK O. SALISBURY, LL.D., R.P., R.I.



THE HON. MRS. ROGER CHETWODE.
BY SIMON ELWES, R.P.



EARL STANHOPE, K.G., D.S.O., M.C.
BY OSWALD BIRLEY, M.C., R.P.



HIS MAJESTY KING EDWARD VIII.
BY JOHN ST. HELIER LANDER, R.O.I.



AIR VICE-MARSHAL SIR PHILIP GAME, G.B.E., K.C.B.
BY R. G. EVES, A.R.A., R.P.

THE ROYAL SOCIETY OF PORTRAIT PAINTERS' 45TH ANNUAL SHOW.



THE RT. HON. H. B. ARMSTRONG.
BY R. G. EVES, A.R.A., R.P.



H.H. THE LADY ALY SHAH, G.C.S.I.
BY OSWALD BIRLEY, M.C., R.P.



THE DUKE OF RUTLAND.
BY OSWALD BIRLEY, M.C., R.P.

The forty-fifth annual exhibition of the Royal Society of Portrait Painters opened at the Royal Institute Galleries, 195, Piccadilly, on November 20, and will continue until December 23.—Sir Giles Gilbert Scott is the distinguished architect whose works include Liverpool Cathedral.—Lord Stanhope is the new First

Commissioner of Works.—Mr. Armstrong has been a Privy Councillor for Northern Ireland since 1932.—Cardinal Hayes is Archbishop of New York.—The Lady Aly Shah is the mother of the Aga Khan.—Mrs. Chetwode, the wife of Mr. R. Chetwode, only son of Sir Philip Chetwode, was the Hon. Patricia Berry.



ANCIENT INDIAN CERAMICS OF A HITHERTO RARE TYPE: PAINTED POTTERY OF THE JHUKAR CULTURE
(C. 2000 B.C.), CONTRASTED WITH ONE EXAMPLE (CENTRE RIGHT) OF THE EARLIER HARAPPA WARE.

Recent discoveries at Chanhu-daro, Sind, by the first American archaeological expedition to India have been described by the field director, Dr. Ernest Mackay, in the October "Bulletin" of the Boston Museum of Fine Arts. He states that Chanhu-daro was occupied by the same race that built the cities of Mohenjo-daro and Harappa (sites famous in Indian archaeology) some 5000 years ago, and later by another civilisation, named the "Jhukar culture," since pottery like that found above the Harappa level at Chanhu-daro was first discovered at Jhukar, near Larkana, in central Sind. After describing certain pottery found in the uppermost level at Chanhu-daro, Mr. Mackay proceeds: "In the stratum below this we came upon a large quantity of wheel-made pottery, quite unlike the wares found either above or below it. This pottery, which was mostly polychrome, with devices painted in black and red on a cream or pink slip, is represented mainly by broken fragments of the pans and stems of offering-stands. Though polychrome pottery was made at the latter end of the Harappa period, the polychrome ware of the upper levels of Chanhu-daro in no wise resembles it in shape or style of decoration.

. . . A principal feature of this Jhukar ware is that broad horizontal bands of red separate the various devices that ornament it. Red was also used in combination with black for certain motifs, a common one being a chevron pattern of red and black alternately. The designs on the Jhukar pottery are either geometric or very conventionalised boldly painted plant designs of leaves or buds joined together with curved stems. As a rule, these plant designs were painted in black, or a deep purple, the red being used for the broad bands separating the registers. . . . The only other known wares that the Jhukar pottery resembles—and only in the designs and use of colours, not in shape—are those found at Tell Halaf in northern Assyria and at Tell Chagar Bazar. . . . There seems no doubt that the pottery of the Jhukar culture had been influenced by the wares of the Tell Halaf culture, and we must look to the Iranian highlands for the region whence it was brought to India." Discoveries at Tell Halaf were illustrated in our issues of October 25 and November 1, 1930, and those at Tell Chagar Bazar, in the Habur region of north Syria, in that of November 23, 1935.

FROM THE WATER-COLOUR BY MRS. NINA DE GARIS DAVIES PAINTED FOR THE EXPEDITION OF THE AMERICAN SCHOOL OF INDIC AND IRANIAN STUDIES AND THE BOSTON MUSEUM OF FINE ARTS.



NOVICES AND OLD HANDS.

FROM THE DRAWING BY CECIL ALDIN.

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FROM A PAINTING BY C. R. W. NEVINS, R.B.A., R.O.I. N.E.A.C.
A COPY OF THIS PICTURE CAN BE OBTAINED (POST FREE) ON APPLICATION TO DEPT. L., THE DUNLOP RUBBER CO., LTD., ST. JAMES'S STREET, LONDON, S.W.1. C.F.H.

THE PREVALENT SPIRIT OF BELLIGERENCE ABROAD : SIGNIFICANT OCCASIONS IN FOREIGN LANDS.



RUSSIAN SYMPATHY WITH REPUBLICAN SPAIN: A CARICATURE OF GENERAL FRANCO, WITH IRONIC ALLUSIONS TO ITALY AND GERMANY, IN A MOSCOW PROCESSION.

Evidence of Soviet Russia's sympathy with the Spanish Government, in its struggle against the rebellion headed by General Franco, was conspicuous at the recent celebrations in Moscow on the nineteenth anniversary of the Russian Revolution. In a great military procession through Red Square, which took seven hours to pass by, there was carried a kind of banner decorated with a grotesque caricature of General Franco, as shown in one of the illustrations above. The inscription

[Continued on right.]



SPANISH GOVERNMENT DELEGATES IN MOSCOW: A GROUP OF SPANIARDS, INCLUDING A WOMAN, WATCHING A PARADE ON THE ANNIVERSARY OF THE RUSSIAN REVOLUTION.

at the left-hand end of it reads: "Made in Italy," and that on the right, "Made in Germany." The procession as it passed saluted a stand on which were seated a group of seventy Spaniards who had been wounded in the Civil War. Hundreds of loud-speakers in the square were turned on, and the crowd, it is reported, heard a broadcast appeal from the Soviet Ambassador in Spain, saying: "We need your help. When will you come to our aid?"



TRAINING USEFUL TO FRENCH "AIR INFANTRY": A PUPIL MAKING HIS FIRST DESCENT AT A NEW PARACHUTING SCHOOL IN FRANCE.

The French Air Ministry recently announced that new units known as "Air Infantry" were to be brought into existence, using parachutes as tactical equipment. Each unit will consist of a company of light infantry provided with parachutes, and a squadron of troop-carrying aeroplanes, to be used on the Russian model for intervention behind enemy lines. The first two units, it is stated, are to be established at Rheims and in Algeria.



ITALIAN MILITARY RULE IN ABYSSINIA: MARSHAL GRAZIANI, THE COMMANDER-IN-CHIEF, ADDRESSING A RECENT GATHERING OF NATIVE CHIEFS AT ADDIS ABABA.

Surveying present conditions in Abyssinia, the Rome correspondent of "The Observer" stated: "The Italian High Command, under Marshal Graziani, is launching out in the task of bringing the whole country to heel. According to reliable reports, all Abyssinia down to the eleventh parallel can be considered subjugated and the inhabitants relatively settled under Italian rule and safeguarded against broken bands of the Abyssinian army by strategically placed garrisons. . . . At Addis Ababa, Dessie and Harar the situation is quiet and secure." In certain other parts of the country, it is stated, various operations are still proceeding.



TURKISH WOMEN TO BE MADE SUBJECT TO MILITARY DISCIPLINE AND SERVICE: SCHOOLGIRLS CARRYING RIFLES AT DRILL WITH SCHOOLBOYS AT ISTANBUL.

In a message from Istanbul (Constantinople) of November 11 it was reported that a Bill shortly to be presented by the Turkish Government, regarding military recruitment of women, showed that military discipline and drills were to be instituted in girls' schools. Young women would be trained for service behind the lines. It was also stated that a monster demonstration of women was to be held in Istanbul to thank the Government for such opportunities of serving their country.



POLAND'S NEW ARMY CHIEF: MARSHAL SMIGLY-RYDZ RECEIVING HIS BATON FROM PRESIDENT MOSCICKI—(ON LEFT) A STATUE OF THE LATE MARSHAL PILSUDSKI.

The newly promoted Marshal Smigly-Rydz, Inspector-General of the Polish Forces, was presented with his baton by President Moscicki in Warsaw on November 10. The ceremony took place in the courtyard of the Zamek in the presence of the Cabinet and a distinguished assemblage. "Thus [says "The Times"] after 18 months since the death of Marshal Pilsudski, Poland again has a Marshal as the Head of the Army, and for all practical purposes as Head of the Nation."

LEAVES FROM THE WORLD'S SCRAP-BOOK: NEWS ITEMS OF TOPICAL INTEREST.



A TRUANT "KING OF BIRDS" TRAPPED IN ST. JAMES'S PARK: THE RECAPTURE OF PORTUGUESE JACK, A SEA-EAGLE ESCAPED FROM THE ZOO.

An African sea-eagle, called "Portuguese Jack," escaped from the Zoo on November 12, and was later seen near Chalk Farm. He had twice before slipped out when the keeper opened the cage door to clean it, but returned. This time he enjoyed several days' of liberty, but was recaptured, on the 17th, in St. James's Park. A cage was placed on the grass with two fish inside, and the hungry bird was tempted to enter. Thereupon the door was shut.



A NEW RAILWAY LONG-DISTANCE SPEED RECORD—LONDON TO GLASGOW (401½ MILES) IN 5 HOURS 53 MIN.: THE L.M.S. TEST TRAIN NEAR KING'S LANGLEY.

The world's speed record for long-distance non-stop steam railway travel was broken, on November 16, by an L.M.S. test train which left Euston at 9.50 a.m. and reached Glasgow Central Station at 3.43 p.m. The time was 1 hr. 32 min. less than the previous fastest London-Glasgow run. The train consisted of seven standard coaches drawn by the locomotive "Princess Elizabeth." The average speed was 68.2 m.p.h.; the highest speed was 95.75 m.p.h., between Tring and Bletchley.



BRITISH MUSICIANS PLAY BEFORE HERR HITLER: THE LONDON PHILHARMONIC ORCHESTRA, CONDUCTED BY SIR THOMAS BEECHAM, IN BERLIN.

Herr Hitler occupied a box at the first concert of the London Philharmonic Orchestra's German tour, given at the Philharmonic Hall in Berlin on November 13. The audience included also Field Marshal von Blomberg, War Minister; Baron von Neurath, Dr. Goebbels, and Sir Eric Phipps, the British Ambassador. Sir Thomas and the orchestra received a great ovation. Later, they gave concerts at Dresden and Leipzig.



A DISTINGUISHED SURVIVOR OF THE ZEEBRUGGE RAID UP FOR SALE: THE EX-FERRY-BOAT "ROYAL DAFFODIL,"

It was learned recently that the "Royal Daffodil," the Mersey ferry-boat which took part in the raid on Zeebrugge, is for sale. When the "Vindictive" found difficulty in getting close enough to the Zeebrugge mole to land her men, the "Daffodil" came up and "butted" her amidships, thereby pressing her against the sea-wall. In memory of the occasion she was granted the honourable augmentation of "Royal" to her name.



A COVETED OBJECTIVE OF GENERAL FRANCO'S ATTACKS: THE UNIVERSITY CITY OF MADRID, A SCENE OF HEAVY FIGHTING.

After a previously abortive attempt, detachments of General Franco's troops succeeded in getting across the Manzanares in the neighbourhood of the French Bridge (Puente de los Franceses) and making their way to the University City. As we go to press a Government communiqué from Madrid appears to admit this. The University City, it is clear, is becoming the scene of violent fighting.



INSTALLING A NEW ORGAN IN WESTMINSTER ABBEY FOR THE CORONATION: AN INSTRUMENT FOR WHICH A PUBLIC APPEAL FOR FUNDS HAS BEEN ISSUED.

Four high officials of Westminster Abbey recently addressed an appeal to the public for funds to meet the cost of the new organ which is required for the Coronation, and is now being built in the Abbey. The appeal includes the words: "So far from a new organ being a luxury, it has become an absolute necessity. The one which has done service for so long was in such a sad state that at every great function in recent years it has been necessary to have mechanics standing by to deal with any breakdown that might occur."

NEW RECORDS OF A SPORTING PHARAOH.



A NEWLY DISCOVERED RECORD OF AMENHOTEP II. AND HIS PROWESS IN ROWING, DRIVING, AND SHOOTING (WITH BOW AND ARROW): A LARGE LIMESTONE STELA FOUND NEAR THE SPHINX AT GIZA.



PLASTERED WITH MUD, WHICH HAS BEEN THE MEANS OF PRESERVING ITS INSCRIPTION FOR OVER 3000 YEARS: THE NEWLY FOUND STELA—A BACK VIEW, SHOWING ITS POSITION RELATIVE TO THE SPHINX.

During excavations around the Sphinx, with a view to solving the problem of its origin, Professor Selim Hassan, of Cairo University, recently discovered a limestone stela of unusual size, dating from the 18th Dynasty, and bearing an inscription referring to the Sphinx as a monument to Ra the sun-god. The inscription, which is very long, also records that the stela was erected by Amenhotep II. in the second year of his reign (1447 B.C.), in memory of his pilgrimage from Memphis, as a young man, to the tomb of his ancestors, Khufu (Cheops) and Khephren, at Giza. In bombastic style, Amenhotep then boasts of his athletic prowess, recalling how he had rowed a boat for three miles against the stream with an oar twenty ells long, without fatigue, though his rowers were tired after half a mile; how he had trained his horses so that they could be driven galloping without sweating; and how he had, from his chariot, shot arrows clean through copper targets as thick as his hand. The hieroglyphics of the inscription are in an excellent state of preservation.

NEW LUXURY IN FLYING-BOAT TRAVEL.

The "Centaurus" is the third completed of twenty-eight great flying-boats, of the "C" class, being built for Imperial Airways by Messrs. Short Brothers, of Rochester. The first, the "Canopus," is already in service, and the second, the "Caledonia," still at Rochester, is being used for long-range flight experiments in preparation for the Atlantic service. The "Centaurus" recently completed her trials and has been put into commission. She has a maximum speed of 200 m.p.h. and is the fastest flying-boat in the world. Passengers aboard her during the final trials were impressed by the rapid acceleration in taking-off and the absence of bumping and vibration, as well as by the ample space and comfortable accommodation. She has two storeys, the upper one reserved for the crew and the baggage, which acts as a silencer of noise. Each of these craft is designed both for night and day flying. Ultimately the journey to India will be reduced from 6 days to just over 2; that to Singapore or Cape Town from 8½ to 4; and that to Australia from 12½ days to a week.



THE FASTEST FLYING-BOAT IN THE WORLD: THE NEW IMPERIAL AIRWAYS "CENTAURUS," WITH A MAXIMUM SPEED OF 200 M.P.H., IN FLIGHT OVER KENT DURING HER FINAL TRIALS—A PHOTOGRAPH FROM ANOTHER MACHINE.



WITH A GREAT PLUME OF SPRAY FORMING HER WAKE, SHE LEFT THE WATER WITHIN THIRTY SECONDS: THE "CENTAURUS" TAKING-OFF ON THE MEDWAY AT ROCHESTER—THE FLYING-BOAT CAUGHT IN A SHAFT OF SUNLIGHT.

PEOPLE IN THE NEWS: EVENTS AND PERSONALITIES OF THE WEEK.



ARCHDEACON V. F. STORR.

Appointed to the Canonry of Westminster and Rectory of St. Margaret's, Westminster, vacant by the death of Canon Carnegie. For ten years Preacher at Lincoln's Inn, and formerly Select Preacher at Oxford and Cambridge. Appointed Archdeacon in 1931. Educated at Clifton College and Queen's College, Oxford.



MR. EUSTACE FULTON.

Appointed Chairman of the County of London Sessions in succession to the late Sir Henry Curtis Bennett, K.C. Called by the Middle Temple in 1904. Senior Prosecuting Counsel to the Crown at the Central Criminal Court from 1932. Previously Second Senior Counsel, 1928-32. Appointed Recorder of Rye in 1931.



ADMIRAL SIR EDWARD EVANS.

Elected Rector of Aberdeen University in succession to Mr. Walter Elliot. Brought back British Antarctic Expedition in 1913, after Captain Scott's death. Famous as commander of H.M.S. "Broke." Commander-in-Chief, Africa Station, 1933-35; and Commander-in-Chief, the Nore, since 1935.



MISS BLANCHE CLOUGH.

Appointed President of Roedean School, Brighton, in succession to the late Mrs. Henry Sidgwick. Member of Council of the school since 1920 and Principal of Newnham College, Cambridge, 1920-23. Member of Royal Commission on Oxford and Cambridge Universities, 1919. Educated at Newnham College.



MR. EUGENE O'NEILL.

Awarded the Nobel Prize for Literature for 1936. Dramatic author. Educated Princeton and Harvard Universities. Member American Academy of Arts and Letters. Plays include "The Emperor Jones," 1921; "Anna Christie," 1922; "Strange Interlude," 1927; and "Days Without End," 1933.



A MODEL OF THE LYING-IN-STATE OF KING GEORGE V. IN THE LONDON MUSEUM: A PRESENTATION BY HER MAJESTY QUEEN MARY.

A model of the lying-in-state of the late King George in Westminster Hall last January has been presented to the London Museum by Queen Mary. She accepted it from the maker, Mr. George W. Edwards, of Honor Oak. It is about two feet high by four feet wide. It took about 300 working hours to make. The figures of the Yeomen of the Guard, the passing crowds, and so forth are stated to be in lead.



FAVOURITE DOLLS FROM A ROYAL NURSERY AT AN EXHIBITION IN AID OF BLIND BABIES: THE PAIR LENT BY PRINCESSES ELIZABETH AND MARGARET ROSE.

Princess Elizabeth and Princess Margaret Rose, the daughters of the Duke and Duchess of York, have lent some of their dolls to help the campaign for sunshine homes for blind babies. These dolls, named Pamela and Bridget—the former belonging to Princess Margaret Rose and the other to her sister—are included in the National Institute for the Blind Exhibition of Dolls, in Great Portland Street, London.



AIR CHIEF MARSHAL SIR ROBERT BROOKE-POPHAM; THE NEW GOVERNOR OF KENYA.

Appointed Governor and Commander-in-Chief of the Colony and Protectorate of Kenya. Principal Air Aide-de-Camp to the King and, since 1935, Inspector-General of the R.A.F. Educated at Haileybury and Sandhurst. Entered the Army in 1898; passed through the Staff College; and joined the R.F.C. in 1912.



MR. PATRICK DUNCAN, K.C., SOUTH AFRICAN MINISTER OF MINES; TO BE GOVERNOR-GENERAL OF SOUTH AFRICA.

Mr. Duncan has been appointed, on the recommendation of General Hertzog, Prime Minister of the Union of South Africa, to the office of Governor-General, in succession to Lord Clarendon. In 1906 he acted as Lieutenant-Governor of the Transvaal. Mr. Duncan is sixty-six years of age and was born at Fortrie, Banffshire, Scotland. He went to South Africa soon after the Boer War.



SIR EDWARD GERMAN: COMPOSER OF LIGHT OPERAS, AND A MASTER OF MUSIC.

Composer of light operas, of which "Merrie England" and "Tom Jones" are the most famous, and orchestral music, of which the most well known is the music to "Henry VIII." Died November 11; aged 74. Entered Royal Academy of Music, 1880. For some time played violin in orchestras, then devoted himself to composition.



THE WORLD OF SCIENCE.



THE MYSTERIOUS VARIATIONS OF THE COMMON TIGER-MOTH.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

FOR just on half a century biologists the world over have been arguing, this way and that, as to what interpretation we are to place on the coloration of animals. Is it meaningless, or does it more or less materially affect their well-being in the "struggle for existence"? The problem is really one of great complexity, and the first to give substance to its component elements was Sir Edward Poulton, who formulated definite types of coloration, and the part they play in evolution in its relation to "Natural Selection." This aspect of the subject, however, is not so much in my mind just now as are the very singular aberrations of coloration presented by our Common, or "Garden," Tiger-Moth (*Arctia caia*) and some nearly related species.

The common, or garden tiger-moth, affords a good illustration of what Sir Edward Poulton has termed "warning coloration." This presents many forms, but is always associated with conspicuous or even brilliant colours, which, as he has shown, are always accompanied by a nauseous taste, so that the wearer comes thereby to attain freedom from attack by insect-eating animals. Black and white, black and yellow, black and red are "warning" colours. For it has been found by experiment that insect-eating birds, for example, avoid wasps—and the tiger-moth. The skunk, which wears a livery of black and white, makes no attempt at concealment or to escape from its enemies. It just waits till the would-be slayer approaches close enough to receive the full discharge of a peculiarly evil-smelling and acrid fluid from glands near the tail. Inexperienced dogs threatening an attack on a skunk for the first time have been known to be at least temporarily blinded by the spray from this gland touching the eyeball. For the rest of its life it will leave skunks

shield is conspicuous. But if a too curious bird proceeds to investigation, at the first touch the moth takes wing, and then discloses the hind-wings, which are of a flaming red with black markings. Such a sudden further advertisement of its inedible nature probably suffices to end

before these organs have completed their development on emergence from the pupal state. And further, many Lepidoptera pass the whole of their winged-stage of life fasting, having no mouth-parts. Experiment has shown, however, that caterpillars of a number of species of butterflies and moths, including the tiger-moth, can be induced to feed upon any one of a number of very different kinds of plants. And in many cases, both in butterflies and moths, in captivity, as a result the coloration of the adult has been more or less profoundly modified by the diet in the larval stages.

But the three aberrant types, or "sports," shown in Fig. 2 were wild-caught specimens, and we have no evidence of the nature of their food during larval life. One of the thorn-moths (*Eunomos angularia*) shows variations in colour according to whether the larva has been fed upon oak, hawthorn, lime, or lilac. But will the female of this species choose such widely different plants as depositories for her eggs? Experiment may show that the kind of food-plant on which the larva is reared may even, at least partially, convert a "warning" into a "protective" coloration, as, for example, in the lowermost specimen in Fig. 2.

I am especially interested in this problem of variation just now, owing to what was said at the recent Blackpool meeting of the British Association by my friend Mr. Hale Cale Carpenter on the coloration of a species of African butterfly (*Pseudacraea eurytus*), a distant relation of our fritillaries, which is held to "mimic" or assume the totally different coloration of a distasteful species (*Bematistes*) belonging to a quite different tribe. The changes of coloration in the case of the *Pseudacraea*, to enable it to harmonise with local colour-variations of *Bematistes*, are so strange as to leave me in a state of bewilderment. The whole story shall

be told in the near future. I cannot tell it now, for I have something to say concerning other "tiger-moths" of interest in this connection. These are the Scarlet and Jersey tiger-moths of the genus *Callimorpha*, and the cream-spot tiger-moth (*Arctia villica*); all of which are British species, though rare. In all these the pigmentation has greatly changed. For the fore-wings are black, marked by spots or bars of a yellowish-white; but the under-wings have the familiar red ground and black spots. They also show aberrations, and this seems



1. THE STRIKING WARNING COLORATION OF THE NORMAL COMMON TIGER-MOTH: THE INSECT AT REST, DISPLAYING A CONSPICUOUS BLACK AND WHITE PATTERN ON ITS WINGS, THUS ADVERTISING ITS NAUSEOUS TASTE TO HUNGRY BIRDS.

The tiger-moth displays a blatant coloration and thus, like many other creatures, announces its inedibility to its enemies. Moreover, if disturbed, it takes to flight and shows flaming red hind-wings, variegated with black spots.

Photograph by D. Seth-Smith.

the chase. One might suppose that one tiger-moth is very like another. Yet this is very far from being true: one might almost say that no two specimens are identical in tint and markings. Normally the fore-wings are creamy-white with black markings, while the hind-wings are red with deep blue-centred black spots, which may be ringed with yellow: or the whole hind-wing may be yellow instead of red.

But this inconsistency sometimes leads to further striking aberrations, such as are shown in Fig. 2, though, unfortunately, the full extent of these changes cannot be shown without the aid of colour. Compare the fore-wings of the uppermost figure with those of the normal type and note the reduction of the black markings; while in the hind-wings the three black spots on the lower border of the red ground are greatly reduced in size and ringed with white, the uppermost black spot has been replaced by a white one. In the second the fore-wings are of a uniform brownish-black and marked with irregular streaks of white. In the third specimen the fore-wings are wholly brownish-black, with two small specks of white, while the red in the hind-wings has been almost obliterated by the coalescence of the black spots.

No satisfactory explanation of such variability has yet been found. It is, of course, well known that the coloration of some animals can be affected by their food. But this is very certainly not the case with the imago, or adult, tiger-moth, or any of the Lepidoptera; for in the first place the coloration of the wings has been determined



3. MINOR VARIATIONS IN THE COLORATION OF THE COMMON TIGER-MOTH: TWO SPECIMENS EXHIBITING SLIGHT DIFFERENCES IN THE PATTERNING OF THE WINGS, THOUGH THE "WARNING COLORATION" IN BOTH IS STRONGLY DEVELOPED.

Photograph by E. Pedder.

2. REMARKABLE VARIATIONS IN THE COLOURING OF THE COMMON TIGER-MOTH: THREE SPECIMENS, EACH DIFFERING WIDELY FROM THE OTHER; WHILE THE LOWER APPEARS TO HAVE LOST THE WARNING COLOUR-SCHEME OF THE FORE-WINGS ALTOGETHER, AND ACQUIRED INSTEAD A DULL "PROTECTIVE" LIVERY OF BLACKISH BROWN.

severely alone! Birds, however, will eat "warningly-coloured" insects under the stress of great hunger. In the case of warningly-coloured butterflies and moths, the caterpillars are generally also warningly coloured, or they are protected, as in the case of the tiger-moth caterpillar, by a dense mass of long hairs. The cuckoo is probably the only bird which will eat these hairy morsels.

In the adjoining photograph a common tiger-moth is seen with its wings closed. The black and white warning

to be especially true of the Jersey-tiger; which, by the way sits by day among the herbage and bushes of hedgerows.

In all these species, be it noted, the caterpillar is but scantily clothed with hair; while that of the common-tiger, from the thickness of its vestments, is known as the "woolly-bear." Some day we may discover what determined the several features of these larvæ in the matter of hairiness. The instability of coloration in the common tiger-moth is one of "the curiosities of Nature." More careful study at the hands of entomologists may shed light on this mystery.



HORACE WALPOLE, in a letter of 1772, gives the following item of news: "The newspapers tell me that Mr. Chambers, the Architect, who has Sir-Williamised himself . . . is going to publish a treatise on Ornamental Gardening: that is, I suppose,

It is this book which makes quite certain the identification of the portrait now published for the first time. There are, of course, other portraits of Chambers, including a famous Reynolds: this example has only recently come to light. The picture—which requires a little cleaning—shows Chambers seated, pencil in hand, before a model of a classical temple—and the temple is Plate 13 in his book on Kew, the Temple of Pan. This is how Chambers describes it: "Passing from the Menagerie towards the Lake, in a retired solitary walk on the left, is the Temple of the god Pan, of the monopteros kind; but closed on the side towards the thicket, in order to make it serve for a seat. It is of the Doric order; the profile imitated from that of the Theatre of Marcellus at Rome, and the metopes enriched with ox-sculls and pateras. It was built by me in the year 1758." Later he gives a long description of the Pagoda, which was begun in the autumn of 1761 and finished in the spring of 1762—"the design an imitation of the Chinese Taa, described in my account of the Buildings, Gardens, etc., of the Chinese, published in 1757."

This book—which is less easy to find than the one on Kew—is of exceptional interest if only because not many young men who went to China in the eighteenth century were sufficiently

A lucky chance set his feet in the path of royal favour, and from that moment success was assured.

It is easy to make fun of the eighteenth century—not of its great spirits, but of its social absurdities: posterity will make fun of us in exactly the same way—it will only be necessary to quote without comment. How characteristic is this, for example, of our predecessor's attitude: "The Chinese hold their antique paintings in great veneration, imagining that those who painted them were inspired. The Chinese connoisseurs pretend to know the different hands, and pay considerable prices for such as are allowed to be originals. I have seen many of these paintings; they are commonly drawn with Indian ink on white paper, and represent either landscapes, or figures. They are generally touched with spirit, but too incorrect and slight to deserve much notice. Some landscapes, however, I have seen, the sites of which were admirably imagined, though they were very deficient in other respects." A little condescending, is it not?—and, for a man who obviously found the people sympathetic, very shallow; perhaps had he stayed longer he might have probed deeper—or was it really an impossibility for any eighteenth-century European to get nearer Chinese art than this?

It is, of course, grossly unfair in a brief note to speak only of a great man's deficiencies—he did other things besides pretty garden toys, as every Londoner—and especially every income-tax payer—knows. He was familiar with all that circle which revolved around Reynolds' house in Leicester Fields, and he was a pall-bearer at the funeral of his friend Thomas Gainsborough in 1788. It is a pleasure to be able to be the first to record a hitherto unknown portrait of so learned, enterprising, and active a member of his profession.



1. A DESIGN FOR A TEMPLE OF PAN IN THE GARDENS OF KEW PALACE, SIMILAR TO THAT SEEN IN THE PORTRAIT (FIG. 2): ONE OF THE MANY PIECES OF ORNAMENTAL ARCHITECTURE DEVISED BY SIR WILLIAM CHAMBERS FOR THE SEAT OF THE DOWAGER PRINCESS OF WALES AND DEPICTED IN A MAGNIFICENT DESCRIPTIVE VOLUME PUBLISHED IN 1763.

Reproduced by Courtesy of Messrs. J. Rimell and Sons.

considering a garden as a subject to be built upon." The owner of Strawberry Hill could deliver some rapier thrusts on occasion, and the criticism in the last paragraph is not unfair, though Walpole makes an odd architectural critic. People were extraordinarily fond of building grottoes, artificial ruins, temples, and what not all over their estates, and Chambers, as one of the leading architects of his time, must take his share of the blame. One quotation from the treatise—which was on Oriental, not Ornamental, Gardening—will give an idea of its style. "European artists must not hope to rival Oriental splendor; yet let them look up to the sun, and copy as much of its lustre as they can." When the Comptroller-General of his Majesty's Works could write thus in 1772, we can hardly be surprised to find him, fifteen years earlier, aiding and abetting the Dowager Princess of Wales in covering the grounds of Kew not only with a Pagoda, but with many temples, a mosque, a Gothic cathedral, and an "Alhambra."

In 1763 he published an edition, with forty large plates and an introduction by himself, of the "Plans, Elevations, Sections, and Perspective Views of the Gardens and Buildings at Kew in Surry. The seat of Her Royal Highness the Princess Dowager of Wales," and which ends thus: "One circumstance the warmth of gratitude will not suffer me to conceal, though perhaps I shall err in revealing it; which is that the whole of this very expensive publication has been carried out without the least charge to me; the work having been undertaken by Royal Command, and nobly paid for by the Royal Bounty." The original M.S. and drawings are in the New York Public Library.

interested to write about it, or sufficiently skilled to make drawings. Chambers was born in Stockholm in 1726 (his father was a Scottish merchant who returned to England two years later), and was sent out East at the age of sixteen as super-cargo.

He did not go further than Canton, but became so fascinated by Chinese buildings that he determined to abandon business and become an architect. On his return to Europe he was sent to France and Italy, and came back as learned and as well equipped a young man as ever challenged fortune in a difficult profession.



2. A HITHERTO UNKNOWN PORTRAIT OF SIR WILLIAM CHAMBERS, THE CELEBRATED ARCHITECT WHOSE WORKS INCLUDED THE PAGODA AT KEW: A PAINTING—ATTRIBUTED TO ZOFFANY—WHEREIN THE GREEK TEMPLE SEEN ON THE LEFT CLOSELY CORRESPONDS TO THE DESIGN FOR A "TEMPLE OF PAN" CONSTRUCTED BY CHAMBERS AT KEW.

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OLD ENGLISH ROYAL INSIGNIA PRESERVED ABROAD AND HITHERTO UNRECORDED IN THIS COUNTRY: RELICS OF 13TH- AND 15TH-CENTURY CORONATIONS OR ROYAL WEDDINGS ON THE CONTINENT.



1. PRESERVED AT AIX-LA-CHAPELLE: MARGARET OF YORK'S CROWN, WORN WHEN SHE WEDDED CHARLES THE BOLD OF BURGUNDY IN 1468, AND GIVEN BY HER IN 1475 TO A CHURCH AT AIX—THE FRONT, WITH A DIAMOND CROSS (CENTRE).



3. ALSO PRESERVED AT AIX-LA-CHAPELLE: A CROWN IDENTIFIED AS THAT WORN BY RICHARD EARL OF CORNWALL (1209-72) WHEN CROWNED KING OF THE ROMANS AT AIX IN 1257: SHOWING THE CROSS ON THE FRONT.



6. THE TOP OF RICHARD'S SCEPTRE USED AT HIS CORONATION AS KING OF THE ROMANS: A HERALDIC DOVE, A BIRD SAID TO BE PECULIAR TO ENGLISH SCEPTRES.

THROUGH the destruction of all existing insignia of monarchy by the Commonwealth Government in 1649, there are in England to-day no royal crowns or sceptres earlier than the Restoration in 1660. On the Continent, however, are three crowns and a sceptre to which an English origin is usually assigned. It is surprising that they should have been neglected by English antiquaries. The oldest of these ornaments are the Crown and Sceptre (Figs. 3-6) preserved in the Treasury of the Minster at Aix-la-Chapelle, and believed to be those of Richard of Cornwall (son of King John), who was elected to the Imperial Throne in 1257—the only Englishman so elected. Four months later he was crowned at Aix, and as the Imperial Regalia were not available, being held by hostile forces in the Rhenish Castle of Trifels, Richard had to provide his own regalia. These he afterwards gave to Aix, and a deed of gift mentions "*Unam coronam auream cum rubinis, smaragdīs, saphiris, margaritis et aliis preciosissimis lapidibus pulcherrime ornatam . . . cum uno sceptro.*" This Crown adorns the great bust of Charlemagne and did not attract attention until

Dr. Bock, a Canon of Aix, examined it in the middle of last century. Eliminating all other possible origins, he concluded that it must be that of Richard of Cornwall, and that Richard brought it from England. The Crown (Figs. 3-5) is of silver gilt, decorated with 4 fleur-de-lis similar to those on English crowns of that period, and adorned with numerous pearls, 15 cameos, and 55 other stones, mainly amethysts, rubies, sapphires, and emeralds. The arch and cross were added in the fifteenth

[Continued below.]



2. THE BACK OF MARGARET OF YORK'S NUPTIAL CROWN (FIG. 1): A VIEW SHOWING THE ARMS OF YORK AND BURGUNDY (CENTRE) AMONG THE LETTERS OF HER NAME, AND (ABOVE) THE INITIALS "C.M." (CHARLES AND MARGARET).



4. SHOWING DETAIL OF THE CAMEOS (OF WHICH THERE ARE FIFTEEN ALTOGETHER) ON THE FRONT, AND SOME OF THE NUMEROUS PEARLS AND OTHER JEWELS: PART OF THE CROWN SEEN IN FIG. 3.



5. SHOWING DETAIL OF THE CAMEOS ON THE RIGHT-HAND SIDE (SHOWN LESS CLEARLY ON THE LEFT IN FIG. 3): ANOTHER SECTION OF RICHARD'S CROWN AS KING OF THE ROMANS.

century. The Sceptre in the same Treasury is also considered to be Richard's. It is a simple wooden rod covered with silver gilt, and surmounted by a heraldic bird (Fig. 6), evidently a dove, a bird peculiar to English sceptres. This is one of the few early royal sceptres still preserved, the Hungarian Sceptre being perhaps the only older one. Another crown in the Treasury at Aix is that of Margaret of York, sister of Edward IV., worn at her marriage to Charles the Bold of Burgundy in 1468. It is of gold, decorated with enamel, pearls, and precious stones. In front (Fig. 1) is a diamond cross, and at the back (Fig. 2) the arms of York and Burgundy. Noteworthy are the white rose of York, in enamel, and precious stones, and the lettering "*Margarita de York*" and "*C.M.*" (Charles and Margaret—see Fig. 2). In the Wittelsbach Treasury in the Residenz at Munich is the beautiful Crown (Fig. 7) of Princess Blanche, daughter of Henry IV., which she took to Germany as her bridal Crown when she married the Elector Ludwig III. of the Palatinate, in 1402. Its exact origin is unknown. It may be either of French or English workmanship.



7. PRESERVED AT MUNICH: THE BRIDAL CROWN OF PRINCESS BLANCHE, DAUGHTER OF HENRY IV., AT HER WEDDING TO THE ELECTOR LUDWIG III. IN 1402—A PHOTOGRAPH WHICH IS VERY PROBABLY THE FIRST PICTORIAL REPRESENTATION OF IT.



WINTER SPORT AS A DIVERSION FOR PARISIAN DINERS-OUT: SKI-RUNNING ON BORAX "SNOW" IN A FRENCH HALL.

Our drawing illustrates a new type of entertainment devised in Paris for the amusement of fashionable diners-out. In the midst of the tables grouped in a large hall a ski-run of considerable width and steepness was built; and, as

dinner drew to a close, a number of the best-known ski-ers in France appeared, to demonstrate spectacular figures and evolutions, jumps, turns, and telemark swings. The ski-run was covered, not, of course, with snow, but with borax.

FROM THE DRAWING BY J. SIMONT.

Escape ...

To those who find the turbulent transports of great gatherings a trifle trying, London will offer no haven of quiet next Spring.

It is worth considering the wisdom of breaking away for a time and you will find no better means of escape than a voyage to South Africa. During the early months of the year South Africa is showing her fairest face to the sun. Rivers and falls are swollen by the outpourings of the seasonal rains. The Victoria Falls, in particular, offer a truly awe-inspiring spectacle. Wild life in the Game Reserve is full and vigorous and you may experience the thrill of watching it at close quarters in perfect safety. Sport and pastimes of all kinds flourish in lovely surroundings and delightful weather.

From end to end South Africa is a land of scenic marvels and fascinating experiences. The native life itself is a never ending source of interest.

Advice about holidays in South Africa may be obtained by writing to South African Railways, South Africa House, Trafalgar Square, London, W.C.2.



... from crowds and ceremonies
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THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

AT the moment, motorists are wondering how many new records are to be made during the coming year. Every country is building more racing machines as these are considered the best propaganda for their own automobile industry. In America, Mr. Ab. Jenkins; in Germany, Herr Hans Stuck; and Captain George Eyston in England are all preparing to attack Sir Malcolm Campbell's land speed record of 301 miles an hour. Moreover, both on the Continent and in the U.S.A., motor-manufacturers are building cars to race on their local motodromes as well as in International events of the 1500-c.c. category,

for British cars of this rating have had a great success. So while Eyston prepares his new racing machine, with its supercharged Rolls-Royce multi-cylinder engine capable of developing some 3000 brake horse-power, Continental makers hope to build rival cars to our successful M.G., Riley, and E.R.A. motors. Rumour suggests that Eyston will aim to travel at 400 m.p.h. and that that pace is also the aim of the 'Auto-Union designer, Dr. Porsche, for Hans Stuck's racer.

England has to thank the Sunbeam Motor Company for first winning International races and so giving British cars their rightful place in the minds of motoring folk in all parts of the world after the Great War. (Which reminds me that owing to a typing error, I made the cost of the new Sunbeam car as £800. That is the price of the long chassis and the price for the complete car is £1325.) To-day our export business is growing larger mainly because of the successes of our racing-cars. People argue that if Great Britain can build motors to make records, her makers can build cars the public can depend upon for general use.

At the Scottish Motor Show, held in the Kelvin Hall at Glasgow, which opened on Nov. 13, Morris Motors, Ltd., showed a new commercial vehicle and gave the first public view of the new Morris cars fitted with four-speed gear-boxes instead of three-speed ones. Now purchasers of the 10-h.p., the 12-h.p., the 14-h.p., and the 16-h.p. cars can have either three or four-speed gear-boxes without extra charge. The latter four-speed cars do not have the hydraulic jacking system fitted to them. This costs an extra £5 if wanted. Also all these cars now can be bought with easy-clean wheels and low-pressure tyres, as well as with the wire wheels originally given, without extra charge.

The four-speed gear-box on this excellent range of Morris models allows for a very low first gear for

abnormal ascents and climbing very rough surfaces, such as cart roads at the side of farm fields and other difficult places. One of the Morris Motors, Ltd., subsidiary companies shone brilliantly recently in



A CAR FOR THE TOWN-DWELLER WHO KNOWS THE VALUE OF A REALLY SMART TURN-OUT:
A 30-H.P., EIGHT-CYLINDER SUNBEAM SEDAN DE VILLE.



TO STUDY TRADE CONDITIONS ON THE OTHER SIDE OF THE WORLD: COL. C. V. JONES, MANAGING DIRECTOR OF PECK FREAN'S, PHOTOGRAPHED AT HIS DEPARTURE FROM VICTORIA ON A TOUR OF NORTH AMERICA, AUSTRALIA, NEW ZEALAND, AND INDIA; WITH MRS. JONES.

the sterling performance given by the M.G. team of three cars in the difficult Buxton Trial of the Motor Cycling Club, in which some 70 competitors took part in climbing the wet and greasy 1-in-3 hill, Bamford Clough, in Derbyshire. All three cars were the 1408 c.c. M.G. driven by Messrs. Macdermid, Bastock and Langley (A.B.) commonly known as the "Three Musketeers" as they enter in many a "fight" and mostly win.

Development of a new type of instrument, as opposed simply to fresh treatment of the dashboard and instrument panel, is comparatively rare nowadays. Hence, the motorist taking his first ride in the new Ford V-8 (£16 10s. tax) will notice with special interest the novel oil and water indicator which is fitted in the instrument panel above the speedometer. This interesting new instrument gives visual warning should attention to the engine lubrication or cooling system be necessary while running. It is also an ignition tell-tale. Briefly, it consists of a small glass window, 3-in. square, marked "Oil" on one side and "Water" on the other. A needle is mounted between these two markings. Should the oil pressure, while running, fall below normal, a red lamp in the indicator is immediately switched on, and the needle swings over to "Oil." Conversely, if the water temperature rises unduly, the red lamp glows to warn the driver and the needle points to "Water."

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3. PIE OR TART SERVER in stainless steel with serrated edge. Ivoride handle. Each 5/9
In silver plate. Each 6/6
4. SET OF CARVERS. Three-pieces in velvet-lined case. Blade of finest hand-forged Sheffield steel £1.15.0
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5. SALAD SERVER. Chromium-plated; scissor-pattern—easily operated with one hand. Each 5/9
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Sets can also be supplied with square or oval white ivoride handles at same prices.

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THE WORLD OF MUSIC.

WHILE Sir Thomas Beecham and our London Philharmonic Orchestra are making their first tour of Germany, the Dresden State Opera Orchestra, conducted by Dr. Karl Böhm, took their place at the Queen's Hall at the fourth concert of the Royal Philharmonic Society, and we had the opportunity of hearing the Dresden Orchestra in a concert hall. The programme was well chosen and consisted of Wagner's "Flying Dutchman" overture, Schubert's "Unfinished" symphony, and Bruckner's Symphony No. 4 in E flat. The Wagner item was particularly appropriate, since Wagner was the conductor of the Dresden Opera about a hundred years ago and "The Flying Dutchman" was first performed in Dresden on Jan. 2, 1843, under Wagner's direction. Dresden has thus a special claim to the possession of a Wagner tradition, and, indeed, the Dresden Opera has maintained its high position among German cities since the days even before Wagner, when Weber was its conductor.

The Dresden Orchestra, under Dr. Karl Böhm, gave a most dramatic performance of the overture, in which their sonorous and steady brass was heard to full effect. The Schubert also was given a more full-blooded performance than we have become accustomed to, but perhaps it was in the Bruckner symphony that this fine orchestra showed itself at its best. It has only recently become known that the edition of Bruckner's music by Ferdinand Löwe, which has been in use up to the present, was rather drastically edited; for example, it was found, when the text was compared with the original manuscript, that no fewer than forty-eight bars had been cut out of the last movement of this E minor symphony. Also there were various alterations in the instrumentation. At this concert the original version was performed for the first time in London, and it was more warmly received than any Bruckner performance has been in the past in this country.

Bruckner, who died in 1896, was born in 1824 and thus covered the whole period from the death of Beethoven to the death of Wagner. His music is distinctly his own and is remarkable for the grandeur and large scale of his ideas, but there is something almost excessively naïve in his work which has prevented its being accepted in this country. Also, it is distinctly romantic and religious in character and it missed its period, for Bruckner only became known in the late 'seventies. To-day we can more easily appreciate

its individual qualities than in the past generation, when the reaction against romanticism was so strong. We may describe this E flat symphony as an apostrophe to the great forests of Southern Germany and Austria, and the famous "hunting" Scherzo, with its fanfare of horns, is full of romantic character. But perhaps the last movement is the best and the most Bruckneresque, and this apparently was Bruckner's own opinion.

W. J. TURNER.

THE PLAYHOUSES.

"HOUSEMASTER," AT THE APOLLO.

AS a dramatist, Mr. Ian Hay may not aim very high, but it must be said for him that he seldom misses his target. This comedy of youth has little relation to life, but it is consistently amusing, and the atmosphere is vaguely that of a scholastic establishment. Mr. Frederick Leister carries conviction as a wise, easy-going Housemaster, who might have achieved the Headship with a little more push. For the purposes of the plot, three wards and an aunt descend upon him. They are agreeable girls, but have the modern tendency to shock. The girls give cocktail-parties in their bedroom, and incite the boys to defy the Head, who has placed a fair out of bounds, with the result that their guardian is forced to resign. Happily, there is a benign influence—one of the governors of the school—in the background; he pulls strings so that the unpopular Head is offered a bishopric, leaving the vacated position to be filled by the kindly Housemaster. Miss Hilda Trevelyan, as a self-sacrificing aunt, suddenly discloses a fourteen-year-old engagement with Mr. J. H. Roberts, one of those satirical masters without whom no school is complete. One of the girls becomes engaged to the music master, and there is a hint that in years to come an engagement will be duly announced between another of the girls and one of the schoolboys. It is all very unreal, but, perhaps for that reason, quite amusing. Miss Trevelyan has too little to do as the aunt, but gives immense point to her lines. This is an unsophisticated comedy that should please a sufficient number of adults to enable it to run till the holidays, when undoubtedly it will make delightful entertainment for the younger generation.

"MUTED STRINGS," AT DALY'S.

Mr. Kenneth Kent, who first achieved stardom as Napoleon in "St. Helena," definitely consolidates his

position by his performance as Beethoven. This rough, tempestuous figure has a hidden tenderness that the actor brilliantly suggests. Happily the author spares us the pain of visually witnessing the tragedy of a good-for-nothing nephew preying on the great composer in his adversity. The word "happily" is a tribute to the actor, for he so makes Beethoven live that we share his sufferings. The play opens slowly, with a not very credible love interest, but from the moment Beethoven's increasing deafness becomes its theme it holds the interest. There is a poignant moment when the shock of hearing of the marriage of his adored Giuletta brings on his deafness, so that never again is he to hear a note of his own music. The piano-playing scenes are excellently managed, and the pianist in the wings certainly deserves mention on the programme.

BOOKS OF THE DAY.—(Continued from page 914.)

autobiography as well as in fiction, of beginning and ending quite casually and conversationally, and leaving the reader with only a vague idea of the author's identity and purpose in life, or of the reasons for his being in any particular place at any particular time.

A more explicit self-recording method is employed in "SHIPS AND WOMEN." An Autobiography. By Bill Adams, author of "Wind in the Topsails." With Portrait (Peter Davies and Lovat Dickson; 8s. 6d.). This is a book of singular freshness, vigour, and originality. It is written in very short sentences and yet there is nothing jerky or disjointed in the narrative. It achieves a style born of stark simplicity. The author combines vivid pictures of rough life aboard a sailing-ship rounding the Horn with a pathetic account of his boyhood and upbringing, and incisive character-sketches of his adventurous father (who had ridden with the heavy brigade at Balaclava), of his prim Victorian aunt, to whose care he was consigned for education, and of the lovable girl who ultimately became his wife and beside whose hillside grave in California the story ends. One passage describing the Wye, and recalling how Roman cavalry had "splashed across that river in pursuit of fleeing Britons," reminds me of certain lines on Wenlock Edge in "A Shropshire Lad," likewise evoking the Roman age in Britain and expressing the transience and futility of human sorrow—

To-day the Roman and his trouble
Are ashes under Uricon.

The poem typifies Housman's resolutely hopeless philosophy.

[Just as I send this article to press arrives "THE OXFORD BOOK OF MODERN VERSE," 1892-1935. Chosen by W. B. Yeats (Clarendon Press and Milford; 8s. 6d.), in which Housman is represented by five poems.]—C. E. B.



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THIS—OR CHAOS?

The traffic congestion in the centres of our large cities is already well-nigh intolerable—what will it be like in 1940 with a million more cars on the streets? At present the only suggested solution is to ban all private cars from the city centres—a crippling blow to the motor industry and a cruel restriction on the heavily taxed motorist.

The alternative is illustrated above. Broad concrete and glass promenades carry pedestrians on *first floor level*. Walkers cross *above* the road, *above* the side streets—in safety. Traffic flows freely below, uninterrupted by pedestrian crossings and central islands. Pavements being virtually eliminated the street automatically becomes wider, allowing for two additional lines of traffic. It is expensive—but not so expensive as buying up property in order to widen the streets. It is practical—thanks to the immense structural strength of Concrete. It could be done quickly. No waiting for leases to fall in.

What stands in the way? Money? No—motorists will contribute £400 million in taxes in the next five years. The only obstacle may be the opposition of smaller interests. But Parliament could give the necessary powers. Everybody would benefit.

THE PUBLIC walk and shop on a different level from the traffic, and are safe from traffic accidents. They can shop at ease, cross the road in complete safety. Escalators take them up or down at the various bus stops.

THE MOTORIST has broad streets to drive on unencumbered by islands and pedestrian crossings. The virtual abolition of pavements provides ample parking space when shopping, without obstruction to other traffic.

THE MOTOR TRADE are at present confronted with an alternative scheme—to ban all private cars from Central London. It would be a crippling blow to the industry whereas this method would increase the car's utility and so encourage sales.

THE SHOPKEEPER has two shop windows instead of one! He can display his goods in ground and first floor windows. Easier parking, safer and less crowded walking will help to increase his trade.

BUS AND TRANSPORT COMPANIES are at present losing thousands of pounds annually through waste of time and petrol in traffic blocks. This method lets traffic flow freely. In most of our present main shopping streets the elimination of pavements would permit of eight lines of traffic, two of which would be available for parking.

THE RATEPAYER ultimately has to foot the bill for street improvements—this method is much less costly than wholesale buying of expensive property in order to widen the streets.

This advertisement is issued by the Cement and Concrete Association because Concrete with its immense structural strength makes these overhead footways possible. The Association would welcome the view of readers on this suggestion for making busy streets safer to shop in and to drive through.

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CONCRETE

FINANCE AND INVESTMENT.

By HARTLEY WITHERS.

SECURITY AND HIGH YIELDS.

RECENT tendencies in stock market movements have given abundant evidence that investors, disgusted by the low level of yield on the best industrials, have been forsaking the path of caution and looking for higher dividends—or, perhaps, simply for gambling profits—by searching in the byways of the market for securities that are promising rather than proved. This system is both interesting and attractive, and quite legitimate for those who can afford to take the risk involved; but it is apt to make operators ignore one most important side of the investment problem, which is the security of capital. Some pertinent observations on this point have lately been published in the *Magazine of Wall Street*, from the pen of Mr. J. S. Williams, who points out that "the universal objective of any investment undertaking is the maintenance of the largest possible yield, consistent with safety."

This is the objective which is sought by the radical investor and the conservative trustee alike, the main difference, of course, being in their respective conceptions of what constitutes safety and the degree of latitude which they are permitted in the handling of their funds. In security investment, no other consideration transcends that which is concerned with the permanent protection of the principal sum. This is a fundamental principle, and the foundation of investment practice." The writer goes on to observe that a great many investors are prone to forget this basic principle, and, by continually chasing after the maximum return, to put their capital in serious jeopardy. He contends that the great majority of investors who have at one time or another suffered serious losses, have owed their plight



THE DUKE OF KENT OPENS THE NEW SCIENCE AND ART BUILDINGS AT TONBRIDGE SCHOOL: INSPECTING THE SCHOOL O.T.C. GUARD OF HONOUR.

The new science laboratories and drawing schools opened by the Duke of Kent at Tonbridge School largely replace the older buildings (now remodelled) which the governors of the school, the Worshipful Company of Skinners, added in 1887. The new building provides a large laboratory for elementary biology and a small one for more advanced work; with a preparation room between. It also includes two new art schools.

simply to reaching for the largest possible yield, by gradually lowering their standard of investment quality. "The higher the return the greater the risk. This axiom is so well known as to be trite, but it is 100 per cent. true."

THE RARE EXCEPTIONS.

Is it quite as true as all that? If this were so, it would follow that the market price is always correct, and that no bargains are to be picked up by those who are in a position, which the ordinary investor usually is not, to apply methods of investigation and research to a critical examination of current quotations. Nevertheless, that well-worn axiom, generally attributed to the first Duke of Wellington, may be safely accepted as a good working rule; and investors are likely to be laying up trouble for themselves some day if they neglect it too consistently. It is true that the present conditions and outlook for trade and industry are so favourable—always barring political upset abroad—that operators can now



FISHER-GIRLS AT YARMOUTH IN STAINED GLASS: PART OF A WINDOW UNVEILED IN BLOFIELD CHURCH IN MEMORY OF MRS. GORDON HARKER.

The window was unveiled recently by the Bishop of Norwich, in Blofield Church, near Yarmouth. It was designed by Mr. Reginald Bell in memory of the late Mrs. Gordon Harker, who was the originator of a first-aid centre in Yarmouth for the benefit of the fisher-girls.

safely take liberties that might under different circumstances be dangerous. From the speech made by a chairman not long ago to the shareholders in a company which had more than doubled its profits in the year under review, one can see clearly the sort of thing that has been happening, though not always with quite such sensational results, in the case of many British concerns. This fortunate enterprise had taken advantage of the trade revival by improving the organisation of every one of its departments, with a consequent advance in efficiency and reduction in working costs; at the same time, it had raised the standard of its products and had lowered selling prices; by modernising its machinery and equipment it had put itself in a

(Continued overleaf.)

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position to accept orders which it could not otherwise have undertaken, with any chance of profit; and finally, owing to the improvement in its credit and the effects of cheap and abundant money, it had been able to carry out a programme of debenture conversion which would save many thousands a year in interest, for the ultimate benefit of holders of its ordinary shares. With this sort of thing happening, it is small wonder that investors feel that the truisms of a former period may be fallacies of to-day.

"PROPERTY INVESTMENTS."

How far this tendency to look for high yields from questionable sources has gone, has been shown by the attention lately given by many of the leading papers to the activities of the "property investment" movement, and the success with which it is getting money out of a public which has decided that the Duke of Wellington's maxim is out of date. This matter has now reached a stage at which the Government is beginning to take notice, or, rather, has been stirred up by questions in the House of Commons into saying that it is considering how best the problem can be dealt with. One of its questioners pointed out that while the authorities were considering, many small investors were being ruined; and another unfortunate feature of the position is, that the companies which provide property investments on sound lines are inevitably brought into disrepute by the activities of those which take advantage of the loopholes of the existing law to withhold information, the publication of which would give their wares a different appearance. In commenting on these questions and answers the *Evening Standard* lately made some pertinent observations on the very different treatment which the Unit Trust movement has received, or is believed to be about to receive. "The Government," it said in a leading article, "is introducing legislation to prevent theoretically possible abuses of the 'Fixed Trust' system of investment, although in fact the management of Fixed Trusts have already imposed their own code of rules, which meets all reasonable requirements. The Government's thoroughness in this regard contrasts strangely with its neglect of the

more urgent problem of the property investment society. Members of Parliament should continue to press for action; and the *Evening Standard* will do likewise." More power to it!

MR. ROOSEVELT ON FOREIGN CAPITAL.

In the meantime, one hunting-ground for investors who dislike the present level of prices in the London market seems likely to be closed, or at least made more difficult to deal in, if the President of the United

total of £1400 millions. Securities thus owned might, in Mr. Roosevelt's view, be dumped on the market and create immense difficulties, affecting foreign exchange as well as general credit. In view of the highly mercurial temperament of American investors and operators, a flood of local realisations seems on the whole a good deal more probable than foreign security dumping. Non-American holders are much less likely to develop hysterical fears than the Wall Street operators who wrecked the whole world's economic system in 1929; and if untoward political events did happen to cause panic in Europe, foreign operators would be much more likely to increase their holdings of American securities than to try to turn them into cash and bring home the proceeds to be subjected to war-time taxation. But if America really thinks that foreign money is dangerous, it ought to be within the power of official ingenuity to make its influx difficult and costly. It is certainly true that very large quantities of money have lately crossed the Atlantic from this side, to take advantage of the widespread recovery which all branches of American industry are enjoying, which recovery, thanks to the contumely with which Big Business, with some justification, has been treated in recent years, is believed to be still at a much earlier stage than ours, and consequently to provide greater chances of earning profits by backing it.

All this may be true, but there is a good deal to be said on the other side of the question—so much so that one American business man has lately been quoted as saying that America is too unsafe for investment, because the masses there are on the move and Mr. Roosevelt is their leader. As to what

he will do with his leadership, opinions differ widely. It seems probable, however, that he will not do much more than consolidate the reforms that he has already put in hand. But this may involve a good deal of friction; and there are plenty of British securities through which those who believe in American recovery can back it. For, if it proceeds according to the hopes of its backers, it will bring prosperity, through its effect on world trade, to many British enterprises.



A PRECAUTION RENDERED NECESSARY BY THE STORMS RECENTLY ENCOUNTERED IN THE ATLANTIC: "LIFE-LINES" IN THE "QUEEN MARY."

The recent fierce gales and high seas endangered shipping in the Atlantic and the Channel. It is not surprising that even the "Queen Mary" felt the effects of the gale, and it was found advisable to rig "life-lines" to enable elderly persons and passengers who did not possess "sea-legs" to get about without mishaps when the ship was rolling.

States has his way. He, it appears, has been advised that "the great danger in the present situation of the American stock market" is the huge holding of American securities by foreign investors and speculators; and the President has instructed the Federal Reserve Board and the Treasury to prepare, if possible, the necessary legislation for controlling the flow of foreign money into America, which now, according to a telegram in last Saturday's *Times*, has reached a



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Moorland scene in Yorkshire.

WILD are the dales and fells of these northern moors, with nought but the wheeling curlews for company in a day's march or more. Hard crusted and warm hearted are the folk of the Ridings, as different as may be in speech and temper from the men of the south, and . . . essentially English. English in their sturdy independence, in their love of things well made in the "customary" way. That good ale should be among these is natural in a hard-living people, and of ales, Worthington they qualify as "jannock."



WHERE TO GO FOR WINTER SPORTS.

THE SUNNY SNOWFIELDS OF SWITZERLAND.

By EDWARD E. LONG, C.B.E., F.R.G.S.

THE winter sports season this year is likely to go with a swing, for the devaluation of the franc has made it possible for Switzerland to offer its winter sports visitors an all-round increase of forty per cent. in the purchasing value of the £, and this with no increase in fares or hotel prices. The quality of the accommodation is guaranteed to remain unimpaired. Having regard to the cut in hotel prices generally during the last few years, and the concessions in railway fares—the 30 per cent. reduction on railway tickets purchased in advance for a stay of not less than six days remains in force—it is evident that winter sports holidays in Switzerland are now at their cheapest. With trade still on the upward trend in this country and plenty of money in circulation, it will not be surprising if the winter sports bookings for Switzerland this season constitute a record.

There are many reasons why Switzerland is favoured particularly by the devotees of winter sport, but one of the most cogent is that one is sure to be able to find there just what one wants. Swiss hotel-keepers are past-masters in the art of catering for English visitors, and Swiss winter sports organisation is as near perfection as possible. In the difficult art of building up bobsleigh and luge-runs, in obtaining just the quality of ice needed for skating and for curling, and in selecting ski-runs, Swiss experts are second to none. Switzerland also leads in the provision of facilities for ski-ing, for it has a wonderful system of mountain railways. The same is true where ski-ing

it takes ski-ers up to Wengernalp, and on to Scheidegg, nearly 7000 ft. above sea-level, where there are splendid ski-fields, whence they ski back to Wengen, a delightful run, of which I have tender memories. Scheidegg folk do this run down and return up by train, and they have the climb up and run down the Laubhorn, as well as the run down from Eigergletscher, a station on the famous Jungfrauoch Railway. This railway takes you up nearly 12,000 ft. on to the Jungfrauoch plateau, where there is a marvellous hotel and a still more marvellous view—of the great Aletsch Glacier and most of Northern Switzerland, and beyond, even to the Black Forest!

On the other side of the Scheidegg Ridge, at the foot of the stately Wetterhorn, is Grindelwald, with its well-known Mettenberg ski-ing slopes, its Männlichen and Tschuggen ski-runs (the ascent now made easy by the Scheidegg Railway), its famous Bear rink, and Grindelwald Ice Club, and Bear Hotel, and its bobsleigh run, the longest in Switzerland; whilst across the Lauterbrunnen Valley (Lauterbrunnen, too, has its winter sports clientele) is Mürren, with its "railway-served" Allmendhubel, where the slopes are perfect for ski-ing and the snow generally excellent. The Mürren Ski School prides itself on being one of the most famous, and the Penguin Skating Club of Mürren is known far and wide, as are also the Mürren hotels.

Adelboden, with its superb view of the Wildstrubel, is another very popular Oberland resort, with every variety of winter sport, and a most interesting neighbourhood for a sleigh-drive, whilst its ski runs—the Hahnenmoos, Bonderspitz, and the Laveygrat—have a great reputation amongst ski-ers. Kandersteg is a charming centre for social life, and the range of its winter sports runs from ski-ing down from the Oeschinensee, bobsleighbing, and skating and curling (the contest for Messrs. Thos. Cook and Sons' Challenge Shield will be held there this year), to excursions by the Loetschberg Railway to Goppenstein and from there by road to the fascinating old-world village of Kippel. There are tailing parties, too, which go down

resorts in the Bernese Oberland where a quiet but very enjoyable winter sports holiday may be spent—Zweisimmen, Grimmelalp, Beatenberg, Griesalp, Kiental, and Saanenmöser; and one must not forget, among the larger winter sports resorts, Lenk, a delightful place for children as well as for grown-ups, where there is skating, curling, tobogganing, and ski-ing on slopes which are particularly favourable for beginners, as well as a bracing climate and abundant sunshine.

Another extensive winter sports playground in Switzerland is that of the Grisons-Engadine, the journey up to which from Coire by the Rhaetian Railway and the Coire-Arosa Railway is so beautiful. One of the most charming of the winter sports resorts in the Grisons is Arosa, which lies in a very sheltered position at the head of the lovely Plessur Valley, with splendid snowfields all about it, so that for ski-ing it is unsurpassed. Its height, about 6000 ft., assures fine winter sports conditions all through the season. In addition, it has a good snowfall, and is one of the sunniest winter resorts in Switzerland, so that it deserves its popularity, which is ever-increasing, and to which the excellence of its hotels certainly contributes. Arosa is very well organised for sport, with ice-hockey and skating-rinks and separate rinks for curling, a fine two-mile bob-run, a luge-run, a ski jump, and a ski school, while it is famed for its ski tours—to the Hörnli-grat, the Arosa Weisshorn, and the Arosa Rothorn.

Davos is the oldest of the Swiss winter sports centres, and has a world-wide reputation for its rinks and its skating, and very good hotel accommodation. It has made tremendous strides as a resort for ski-ers since the opening of the Parsenn Railway, which brings an astonishing number of "classic" downhill runs within easy reach and attracts the best ski-ers in Switzerland, and from elsewhere, to compete for the Parsenn Derby. Klosters, in the midst of the Rhaetian Mountains, has large ice-rinks and excellent ski-ing. Mardens Ski Racing Club has its headquarters there, and an important event there during the coming season will be the Grisons Ski Championship Races. Lenzerheide is another good ski-ing centre, with fine snowfields close at hand. St. Moritz is in a class by itself. You will see winter sports fashions there as you will see them nowhere else. The luxury of its leading hotels is amazing, yet it is quite possible to get rooms in these and in other St. Moritz hotels at a reasonable price.

The Corviglia ski-run, the great Stadium and many fine rinks, the ski-jöring and horse-racing on the lake, the ski-jumping at Chantarella, and the Cresta Run are among the leading sports attractions of St. Moritz. Pontresina, set amidst lovely Alpine scenery, has the wonderful Bernina snowfields for ski-ers, the Morteratsch and Roseg Glaciers, Muottas Muraigl for one of the good downhill runs, and hotels of great repute. Among the smaller resorts of the Grisons-Engadine are Maloja, Sils Maria, Schuls-Tarasp, Samaden, Celerina, Silvaplana, Zuoz, and Flims.

Other very attractive Swiss winter sports resorts are Andermatt, Engelberg, and Rigi-Kaltbad, in Central Switzerland. Andermatt has very good ski-ing slopes, and its Gotthard school of ski-ing, also a White Hare Ski Club. Engelberg has a great asset in its funicular up to the Trübsee. It has a covered curling rink and a two-mile bob-run with eight "hairpin" bends. Rigi-Kaltbad has a splendid scenic situation, looking out over the Lake of Lucerne, and skating and ski-ing. Zermatt has magnificent ski-fields, brought within easy reach by the Gornergrat Railway, which gives 6000 ft. of downhill running, and there, too, are the magnificent Matterhorn and Monte Rosa; and other attractive Valais resorts are Montana-Craces and Leukerbad. Then in the Rhône Valley, Villars affords many excellent facilities for winter sport, ski-ing on the slopes of the Chamossaire (there is a funicular and a ski-

hoist), a very fine luge-run, skating and curling. The Villars Palace is as well-known an institution as the Palace of Caux, another winter sports resort of considerable charm, which applies also to Diablerets. St. Cergue, in the Jura, is another centre for an enjoyable winter holiday, and it has the advantage of an air service, which brings it near to English visitors; and also in the Jura is St. Croix les Rasses.



IN THE LOVELY BERNESE OBERLAND, A WONDERFUL WINTER SPORTS AREA: SKI-ING ABOVE SCHEIDEGG.—[Photograph by A. Kloppenstein, Adelboden.]



SKI-TUITION IN SWITZERLAND, NOW STANDARDISED THROUGHOUT THE COUNTRY, GREATLY TO THE BENEFIT OF PUPILS: A CLASS FOR BEGINNERS ON THE FINE SKI-ING SLOPES OF AROSA.—[Photograph by Foto Nino, Arosa.]

tuition is concerned. Instruction is standardised throughout the country, under the auspices of the Swiss Ski Association, which enables those learning at one centre to continue at another without a break, while classes are small and composed of pupils of equal proficiency, thus ensuring steady and rapid progress; and the costs are relatively small.

Other inducements for a winter sports holiday in Switzerland are the excellent train services to all the well-known Swiss winter resorts, and the daily London-Zurich air service—Dec. 13-April 3—the very wide choice one has of hotels, the general excellence and reliability of the winter climate in the mountain districts of Switzerland, the freedom from wind, dryness of atmosphere, long duration of sunshine, and the health-giving qualities of the sun's rays in these high altitudes; whilst last, but not least, Switzerland offers the greatest selection of winter sports resorts of any country in the Old World, resorts large and small and of a size in between, resorts of moderate altitude and of high altitude, so that the most exacting winter sports enthusiast can scarcely fail to discover amongst them one suited to his particular fancy.

Some of the finest snowfields in Switzerland are in the Bernese Oberland, as well as some of the best skating-rinks, and as the winter sports resorts there range in altitude from 3000 to 7000 ft., there is an extensive choice as regards height and as wide a one in regard to size. Wengen leads in the number of its hotels, the list of which is headed by the large, splendidly-situated, and exceedingly comfortable Palace and National, downwards; and the position of Wengen itself is one of great beauty, overlooking the lovely Lauterbrunnen Valley with a glorious view of the queenly Jungfrau. It is, too, one of the gayest of the Oberland resorts, but it has also a serious sports side, with its fine skating-rinks and excellent Curling Club, its five-mile luge-run, and its "Downhill Only" Ski Club. The Wengernalp Railway is Wengen's great asset, for

to the beautiful Blue Lake. Gstaad, though it has a skating-rink two acres in extent and a perfectly constructed luge-run nearly a mile long, goes all out for ski-ing; as well it may, seeing that it is the starting-point for any number of fine ski expeditions—to the Hornberg, the Rinderberg, Dürreschild, the Berzeggum, Windspillen, and the Egli, amongst others. There are several smaller winter sports



WINTER SPORTS AT ST. MORITZ: AN ICE-HOCKEY MATCH IN PROGRESS ON THE FAMOUS ICE STADIUM.—[Photograph by Albert Steiner, St. Moritz.]



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WINTER SPORTS IN FRANCE AND ITALY.

THE reduction in fares from this country to winter sports centres in France consequent upon the devaluation of the franc, together with the special transport facilities provided by the P.L.M. Railway Company, and other railway companies in France, should attract British visitors to French winter sports resorts in much larger numbers this year. Chamonix, in particular, should have a very successful season, since it has been selected by the International Skiing Federation as the centre for the first World Skiing Games, which are to be held there from Feb. 17 to 18, preceded by the Skiing Championship of France (Feb. 1-10).

Chamonix-Mont Blanc is the oldest of the French winter sports resorts. It has a magnificent situation between the mountain chains of the Mont Blanc group and the Aiguilles Rouges, abundant facilities for sport, including a skating-rink which is claimed to be the largest in the world, a fine Pavillon des Sports, admirably fitted for skaters and curlers, with a refreshment-bar and an orchestra; a bobsleigh-run 2600 metres long, with stands for spectators; luge-runs fitted with teleferic apparatus which transports sleighs from the run-finish to the top; and splendid snowfields for ski-ing, notably at Brevent, to which one ascends by aerial cable-way. The hotels of Chamonix, of all grades and sizes, with accommodation for upwards of 7000 people, and its gay social life, make it certain that visitors are able to enjoy a stay there.

The region about Chamonix has now become the leading winter sports playground in France, and, as an instance of the development of French winter sports in recent years, it is interesting to note that here, within forty square miles, are two leading winter sports resorts—Chamonix and Megève; two fairly well-known ones—Combloux and St. Gervais; and nine small ones, with, distributed among

of Gerardmer, Colmar, La Haute-Meurthe, La Bruche, La Moselotte, Ballon-d'Alsace, Sélestat, and La Lauch and La Thur. And then there are the resorts of the Pyrenees, outstanding among which are Font Romeu and Superbagnères. Both have an altitude of 6000 ft., and both are thoroughly up to date, with splendid hotel



ITALY'S LATEST WINTER SPORTS RESORT: A GENERAL VIEW OF THE SNOWFIELDS AT SESTRIERE.—[Photograph by Enit-London.]

accommodation and very extensive ski-fields and skating-rinks; but whilst Font Romeu is an isolated resort, at the eastern end of the Pyrenees, with a Mediterranean view, Superbagnères, situated almost exactly in the middle of the Pyrenees chain, is quite near to Bagnères-de-Luchon, the "Queen of the Pyrenees," which adds to its attractiveness.

The readjustment of the Italian currency to that of the franc, sterling and dollar groups, and the great reduction in fares on Italian railways for visitors from other countries, should favour Italian winter sports centres this season.

Italy has many winter sports grounds—in the Dolomites, Tridentine Venetia, Lombardy, Carnia and Cadore, Piedmont, the Abruzzi, and in Sicily, on the slopes of Mount Etna; but amongst these the choice of British winter sports enthusiasts is certainly for those of the Dolomites and the Piedmont regions. Piedmont has Italy's latest and extremely up-to-date winter sports resort—Sestriere, in the Sestriere

Monte Sises, 8530 ft., where there is excellent snow throughout the winter, whilst running conditions are very fine. Both Monte Alpette and Monte Sises have refuges, with a hotel service.

From Sises and Banchetta there are at least twenty different runs, with almost every variety of ground, and it is not to be wondered at that skiers who have been there regard Sestriere as unsurpassed. It is also a fine centre for tours. To mention some of them: from Jousand, or Laval, to the Piz Pass; from Sises to the Rocce Piatasse Pass; from Bourget to Mt. Genévrin and the Salbertrand; across Sises to Punta Rognosa and the Rocce Piatasse Pass; and to the Bet Pass, Monte Morefeddo, Vallone d'Argentiera, Monte Terra Nera, and Cima Dormillouse. There are ski-jumps, bobsleigh- and luge-runs, and a skating-rink, where ice-hockey is also played; ski-ing instructors are in attendance, and guides of the Italian Alpine Club—all the facilities, in fact, of a first-class winter sports centre, a position Sestriere has attained.

Most favoured amongst the resorts of the Dolomites is Cortina d'Ampezzo, which is rightly regarded as one of the leading winter sports centres in Europe. It has a magnificent situation, sheltered from cold winds by the giant peaks of the Dolomites, and well open to the sun. Although its climate is an exceptionally dry one, there is an abundance of snow in the neighbourhood throughout the winter, and its sports organisation is extremely good. Its hotels have a reputation which is as well deserved as are the glowing descriptions of its beautiful scenery. Those who have had the good fortune to see Cortina in summertime can perhaps imagine its splendour when wrapped in winter snows! Sports facilities in Cortina include a splendid skating-rink, with a chalet attached, and various other rinks, where provision is made for skating, curling, and ice-hockey. During the season many competitions in these branches of winter sport are held, as well as ice



AT CORTINA, IN THE DOLOMITES: A SUNNY DOWNHILL RUN.—[Photograph by Enit-London.]



A FINE FRENCH WINTER SPORTS RESORT IN THE PYRENEES: THE SNOWFIELDS OF SUPERBAGNÈRES.—[Photograph by Alix, Bagnères-de-Bigorre.]

them, six aerial railways (two recently opened), two rack railways, three cable hoists, seven skating-rinks, 150 hotels, and forty mountain huts or shelters! Megève, which has a very open and sunny situation, is very up to date, with many good hotels and well organised for sport, and has excellent ski-ing slopes, with good skating, tobogganing, and bobsleighing; Combloux, near by, affords splendid views of the Mont Blanc range and other mountains; and St. Gervais, at the foot of Mont Blanc, is quite a pleasant little centre.

Mont Revard, with a height of just over 5000 ft., and which is reached by aerial railway from Aix-les-Bains, is a charming winter sports resort, and one greatly favoured by English visitors. It has a large skating-rink, bobsleigh-runs, and a very extensive ski-ing area, whilst its situation, on a wide plateau, is one which enables it to gain a maximum amount of sunshine, and the panoramic view of Mont Blanc, the mountains of Dauphiné, the Grande Chartreuse, and the Rhône Valley is magnificent. A winter sports district in France not so well known to people in this country is that of the Dauphiné. Here one of the leading resorts is Villard-de-Lans, easily reached from Grenoble, which has very good ski-ing, skating, and tobogganing, and is an interesting centre for sleigh drives. Saint Pierre de Chartreuse, nestling among the Chartreuse Hills, near the famous Monastery, is another of the winter sports resorts of the Dauphiné.

It is strange to think of winter sports in conjunction with a holiday in the French Riviera, and yet within a comparatively easy distance of either Nice or Cannes are the snowfields of the Alpes Maritimes, with several very pleasant little winter sports centres, admirably organised by the P.L.M. Railway Company. Among them one may mention Peira-Cava, and Beuil, nearly 5000 ft. up on the Plateau de Beuil, where the scenery is very fine. Yet other of France's winter sports resorts are to be found in the Jura, where are Pontarlier and Le Pailly; and in the Vosges, where there are several resorts in the districts



IN THE CHAMONIX REGION, PROBABLY THE MOST POPULAR WINTER SPORTS GROUND IN FRANCE: A SKI-JUMP ON THE SNOWFIELDS OF LES CONTAMINES.

Photograph by G. Tairraz.

Pass, which is 6676 ft. in height, and which is reached by car from the station of Oulx, on the Turin-Modane Railway. It is a really wonderful situation, amongst almost unlimited snowfields, with fine nursery slopes within a stone's-throw of the many modern hotels which comprise the resort. Two wire-rope railways convey ski-ers from Sestriere to the Alpette, 7546 ft., to Monte Banchetta, 8366 ft., and to

gymkhanas and carnivals. There is a very fine artificial bobsleigh-run, nearly 2300 yards long, on which important competitions are decided; several luge-runs, three ski-jumps, one of them destined for Olympic competitions; two marked ski-runs, for endurance tests, one 18 kilometres and the other 50 kilometres in length; and specially good practice grounds for downhill speed ski-running, one such downhill run, named after the Duke of Aosta, being considered among the finest in Europe.

A cable railway runs from Cortina to the snowfields of Pocol, and there is a good service of motor-cars with caterpillar wheels between the Pocol and the Tofana and the Duke of Aosta ski-runs, in conjunction with the cable railway. There is an excellent National ski-school, which is authorised by the Italian Federation of Winter Sports, and guides of the Italian Alpine Club and ski-ing instructors can be hired at fixed charges; and there is a Cortina Ski Club and a Cortina Hockey Club. Cortina is splendidly situated as a starting-point for ski tours, over fifty of which can be made to various destinations in the Dolomites. Among the best-known are those to the Bec de Mezdi, the Pompaçon, Col Rosa, Corda di Lago, Forcella Fontana Negra, Cinque Torri, and Nuolao. The last-named is the most popular, though it means an ascent of 4440 ft. from Cortina; but the climb is by no means a difficult one, and the view en route from the Cinque Torri refuge hut, which is situated below the Torre Grande, is very fine. From the summit of the Nuolao—where also there is a refuge—the view is still finer, and is one of the most extensive in the Dolomites. Cortina is the principal station on the Dolomites Railway, which starts in the south from the station of Calzalo, on the main line between Padua and Belluno, and ends in the north at Dobbiaco, where it links up with the railway line Fortezza (Brenner)-San Candido. There are two main routes to it from London—via Calais or Boulogne, Basle, Zurich, Innsbruck, Brennero, Fortezza, and Dobbiaco; or via Paris, the Simplon, Milan, Padua, Belluno, and Calzalo.

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WINTER SPORTS IN AUSTRIA, GERMANY, CZECHOSLOVAKIA, AND POLAND.

AUSTRIA is endeavouring to secure another good winter sports season this year, with a substantial reduction on train fares on the Austrian Federal Railways, special tickets with inclusive prices, and attractive hotel accommodation. A point very much in her favour is the possession of a number of small places where the living is plain and cheap, whilst the sport is very good, as well as winter sports centres of a larger and superior type. A highly-favoured winter sports region in Austria with British visitors is that of the Arlberg. St. Anton, headquarters of the famous Hannes Schneider Ski-ing School, always holds its own, for it is one of the finest skiing centres in Europe; important competitions are held there every season, its merit as a touring centre is known far and wide, whilst nowhere can one obtain better skiing instruction. A wide choice in hotel accommodation, a skating-rink, a luge-run, and easy access from London—it is on the main line from Basle to Innsbruck—are additional attractions of St. Anton. The Arlberg, too, has Züers, a small resort, but high up (5800 ft.), and with splendid ski-fields, where one is sure to find snow in good condition throughout the winter; also Lech and Oberlech; and good ski-ing, with plain but comfortable accommodation, is to be found at St. Christof, high up above St. Anton.

Obergurgl, in the Oetzal, is a centre that has come rapidly to the fore in recent years, on account of the magnificent ski-fields which lie all about it. It lies at a height of 6422 ft., and there is generally good powder snow there from November to May, besides which it possesses a first-class hotel. Another interesting little Oetzal resort is Sölden. Then, on the main line between Innsbruck and Salzburg, there is Zell-am-See, with a very charming situation, and quite popular with English visitors, which has for its winter sports good ski-ing, from the Schmittenhöhe (to which a cable-railway runs), skating, tobogganing, and ski-jöring and horse-racing on its frozen lake. Badgastein and Hofgastein, of hydropathic fame, have also a winter sports season, and Lermoos, in the lovely Fern Pass region, is a very good centre for ski expeditions, and has the advantage of being within easy reach of the cable railway up the Zugspitze.

Kitzbühel is, of course, quite an institution with British lovers of winter sport, and it is easy to understand the strong appeal made by this picturesque Tyrolean town. It gets plenty of sunshine, is screened from winds, has a good average snowfall, and is surrounded by gentle,

undulating slopes, ideal for ski-ing beginners, plenty of excellent short ski-runs for the medium ski-er, and for the expert, nearly a score of different mountain ascents, with all manner of variations. The Hahnenkamm Cable Railway takes one up to a height of 5415 ft. in twelve



WINTER SPORTS IN AUSTRIA: A VIEW OF ST. ANTON, IN THE ARLBERG, LOOKING TOWARDS THE WEST ARLBERG.

Photograph by Sauer, St. Anton.



A GENERAL VIEW OF KITZBÜHEL: THE DELIGHTFUL ASPECT OF ONE OF THE MOST POPULAR WINTER RESORTS IN TYROL.

Photograph by Tiroler Kunstverlag, Innsbruck.

minutes, and from there one can choose the particular run down that is desired. The Kitzbühel Ski School imparts very ably whatever ski tuition is required; a skating-rink with English-speaking instructors is available; and as for hotels, you have a choice from the Grand, with 220 beds, at which his Majesty King Edward VIII. stayed during the season 1934-35, to the small Seehof, of 14 beds, with a number of other good hotels in between. The social life of Kitzbühel adds the finishing touch to the enjoyment of a winter holiday spent there. Those to whom the idea appeals of being able to experience all the joys of winter sport by day, and the amenities of a large town by night, should welcome the opportunity of a winter sports holiday in Innsbruck, the beautiful old capital of Tyrol, for you get admirable skating in the heart of Innsbruck, toboggan and bobsleigh runs at Igls, and all the ski-ing you can wish for available by two cable railways which take you to splendid snow-fields in thirty minutes!

The purchase of registered-mark traveller cheques, at the rate, approximately, of RM. 20 to the £, should make it possible for an economical winter sports holiday to be spent in Germany this season. There is a wide range of resorts. In the Bavarian Highlands, Garmisch-Partenkirchen, brought very much into the limelight last year on account of the Olympic Winter Games, will probably be quite popular with British winter sports visitors this year, for it has a fine situation, at the foot of the famous Zugspitze, up which a cog railway runs, to a height of 9730 ft. This makes ski-ing possible all through the winter, while for those who prefer to dwell right up among the snows, the Schneefarnhaus Hotel, 8764 ft., just under the summit of the Zugspitze, will prove an attraction. Garmisch-Partenkirchen has the advantages of the large artificial ice stadium constructed for the Olympic Games, the Olympic bobsleigh run, a ski school, and the Wank and Kreuzeck Railways, which carry skiers to an altitude of 6000 ft. and give them good downhill runs. It has good hotels, and its indoor entertainments include a theatre, concert halls, and dancing. Not far distant is Oberammergau, which makes a good bid for winter sports visitors, and those of us who have stayed there, and know its charms and cheerful hospitality, will certainly wish it a successful season.

The Black Forest is a region of beauty in winter, as in summer, and here, too, are several well-organised winter sports centres. One can stay in Freiburg, that delightful old university and cathedral town, and enjoy winter sports by day—thanks to the aerial railway up to Freiburg-Schauinsland, which is a starting-point for fine ski tours—and return at night to hear

(Continued overleaf.)



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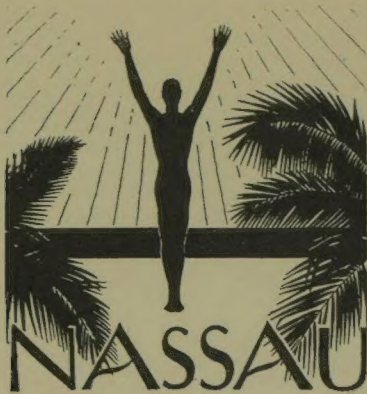
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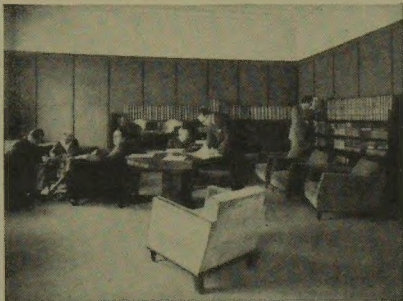
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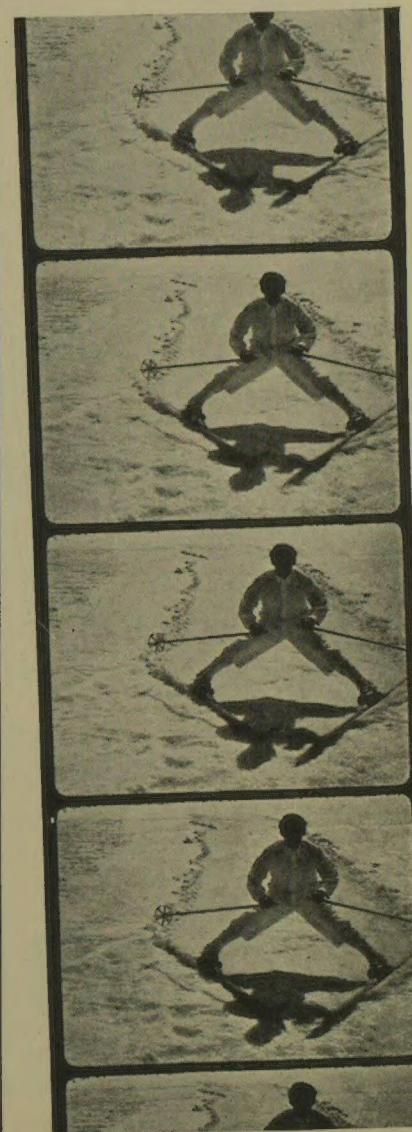
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Continued.

opera and concerts in the Municipal Theatre: besides that there are two excellent rinks in the town. Sunny Freudenstadt has skating, tobogganing, a ski-jump, and good ski-runs. Another beautiful winter sports centre is Titisee, with fine ski-ing on the nearby Feldberg, skating and tobogganing; and yet another Black Forest centre is Schluchsee. In the Harz Mountains is Bad Harzburg, not very high up, but with a rope railway to the Burgberg, and in this region is the famous Brocken. Schierk is another Harz centre. In the Allgäu Alps of Bavaria, Oberstdorf, just under 3000 ft., has a good winter sports season, with fine ski-ing excursions in the neighbourhood of the Nebelhorn, 7298 ft., up which a railway runs from the centre of Oberstdorf; and in South Bavaria there is Berchtesgaden, noted for its beauty, and as the country residence of Herr Hitler, which has good facilities for winter sport, including ski-ing and a ski-jump, skating, and excellent bobsleigh and toboggan runs. Ten miles away is Bad Reichenhall, with its funicular to the summit of the Predigstuhl, 5243 ft., also well known as a winter resort.

It is a fortunate circumstance for Czechoslovakia that the Carpathians run along a portion of its northern border, for they give it, in the exceedingly picturesque section of this range known as the High Tatra, a very fine winter sports playground, reached comparatively quickly and easily from this country by way of Dover, Ostend, Cologne, Nuremberg, Cheb, and Prague. Two of the outstanding winter sports centres in the High Tatra are Stary Smokovec and Strbske Pleso, the former 3335 ft., in altitude, the latter 4430 ft., both of which have excellent hotels, a bobsleigh run, skating-rink, and good ski-ing, with abundant snow, which is available usually from December until the end of March. Poland shares the Tatra Group with Czechoslovakia, and in Zakopane, situated at a height of some 3000 ft., has a winter sports resort of considerable size, and exceedingly well organised, with abundant hotel

accommodation of all grades, a skating-rink, toboggan-run, and first-class ski-fields.

Tickets for all the winter sports centres in Europe can be purchased from Messrs. Thos. Cook and Son, and information of every kind concerning them is to be found in the excellent little handbook published by Messrs. Cook entitled "Winter Sports," which can be obtained free of charge at any of their offices. The great advantage one enjoys in making arrangements through Messrs. Thos. Cook and Son is that, since they hold blocks of accommodation at over a hundred hotels in the



AMENITIES FOR SKI-ERS AT GARMISCH-PARTENKIRCHEN, THE BAVARIAN WINTER SPORTS CENTRE: A PICTURESQUE HUT IN THE HILLS, FOR THEIR USE.

Photograph by German State Railways.

most reliable winter sports centres, you can be certain of getting a very large choice, and you are able to consult actual hotel plans and choose exactly the class of room you desire. In addition to the ordinary winter sports services, which are very full ones, Messrs. Cook issue tickets by special winter sports trains—on Dec. 23 and 29, and on Jan. 2 for the Christmas and New Year festivities, with tickets at extraordinarily cheap rates, and inclusive, for a 10 or 17 days' holiday, to cover all charges. The class is second or third, with first-class on steamer if

desired. Messrs. Cook also issue inclusive tickets for twelve days' hotel accommodation and all other charges, on dates between Dec. 17 and Feb. 27, to Andermatt (where specially attractive arrangements have been made with the White Hare Ski Club), Davos, Engelberg, Grindelwald, Gurnigel, Kandersteg, St. Cergue, Villars, and Wengen, and as the tickets are valid for 33 days, the holiday can be extended if desired. Other special Thos. Cook and Son arrangements are ski-ing parties to Scheidegg, at inclusive fares, leaving London on Dec. 14, Jan. 5, 19, and March 22; initiation parties (a very popular and enjoyable manner of spending a winter sports holiday for novices) to Kandersteg, leaving on Dec. 17, Jan. 1, 15, and 29, and Feb. 12; and, a new and very interesting feature, juvenile winter sports parties, in which children are under the care of experienced hotel hostesses the whole time, in Lenk, the departures for which will be on Dec. 18, Jan. 5 and 22, and Feb. 12.

Alpine Sports, Ltd., have a very up-to-date organisation which they place at the disposal of intending visitors to

winter sports centres in Switzerland, France, Austria, Germany, and Italy. In conjunction with this they issue a publication entitled "Alpine Sports," which contains a great deal of interesting information concerning winter sports in the countries named, to centres in which they supply inclusive tickets, at a very moderate price, by all the ordinary and special winter sports train services. An Alpine Sports speciality is an Ötztal Glacier Tour—eleven days, out and home, from London, the route from Ötztal being to Zwielsestein by bus, from there to Vent on foot, and then on skis to the Sammoar Hut, Karles Spitze, the Sililaun Hut, Hauslabjoch, Hochjoch Hospiz, Weisskugel, Brandenburger Haus, Weiss-see-Spitze, Fluchkogel, the Vernagt Hut, Hochvernagt Spitze, and Wildspitze, returning to Vent and Zwielsestein. The nights will be spent at the various huts.

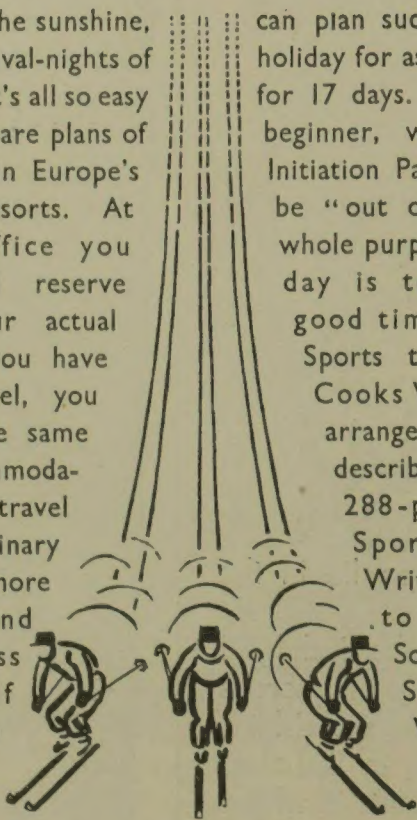


ONE OF THE DELIGHTFUL WINTER RESORTS IN THE BLACK FOREST: VISITORS ENJOYING THE SUNSHINE AT THE FELDBERGER HOF HOTEL.

Photograph by German State Railways.

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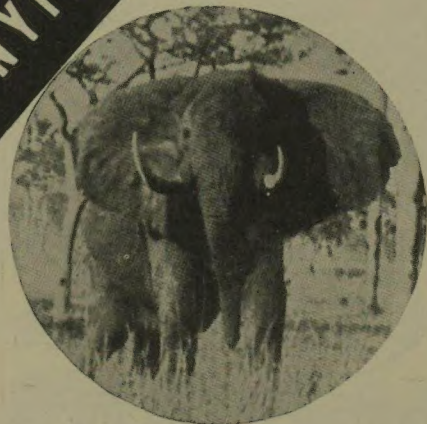
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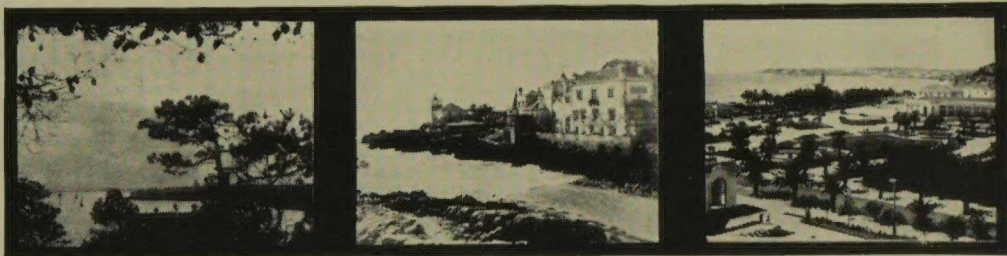
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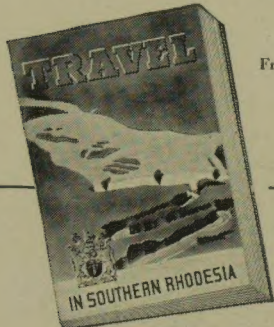
For information: CASA DE PORTUGAL, 20 Regent Street, London; or Soc. Propaganda da Costa do Sol, ESTORIL, PORTUGAL. "Where June is 12 months long."



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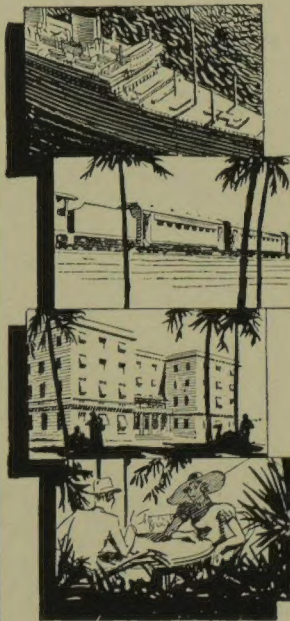
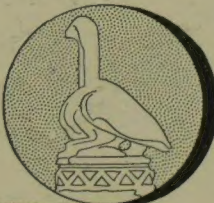


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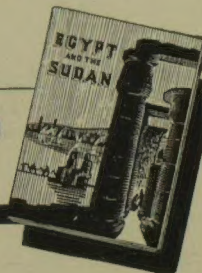


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